Special Report:
Communication

December 14, 1959

RAILWAY AGE *weekly*

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who can stop you?

IF THEY'RE AGAINST YOU

what can help you?

(Beginning a new series... p. 21)

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RAILWAY AGE *weekly* December 14, 1959 • Vol. 147, No. 24

Week at a Glance

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Canadian RRs ask grain rate aid ..... p. 9

Losses on export grain traffic—totaling about $65,000,000 a year—constitute the "largest single problem" of the CNR and CPR. To close the gap—and still maintain low freight rates for western farmers—they have asked for a government subsidy.

D&H uses TV at grade crossing p.15

It's part of a crossing-protection installation that has produced net annual savings of $130,596 for the road.

TELL THE PEOPLE ..... p. 21

Here begins a program we hope will help railroad public relations officers in their vitally important assignment of telling today's railroad story to their own people, their customers and the public. The ideas, copy, photos and art may be freely used by any railroad as it sees fit . . . in employee publications, advertisements, talks, letters, mailings, etc.

C&EI, Seaway hit it off well p.26

One road that's happy about the St. Lawrence Seaway is the Chicago & Eastern Illinois. C&EI is now in the process of establishing new export rates which promise to (1) recapture business from trucks and barges and (2) yield a high revenue per ton-mile.

Jet blast clears NYC tracks p.27

A surplus B-36 engine harnessed to a modified caboose has given the New York Central a snow blower that has excited the interest of both the Air Force and the Federal Aviation Agency, who have similar snow removal problems.

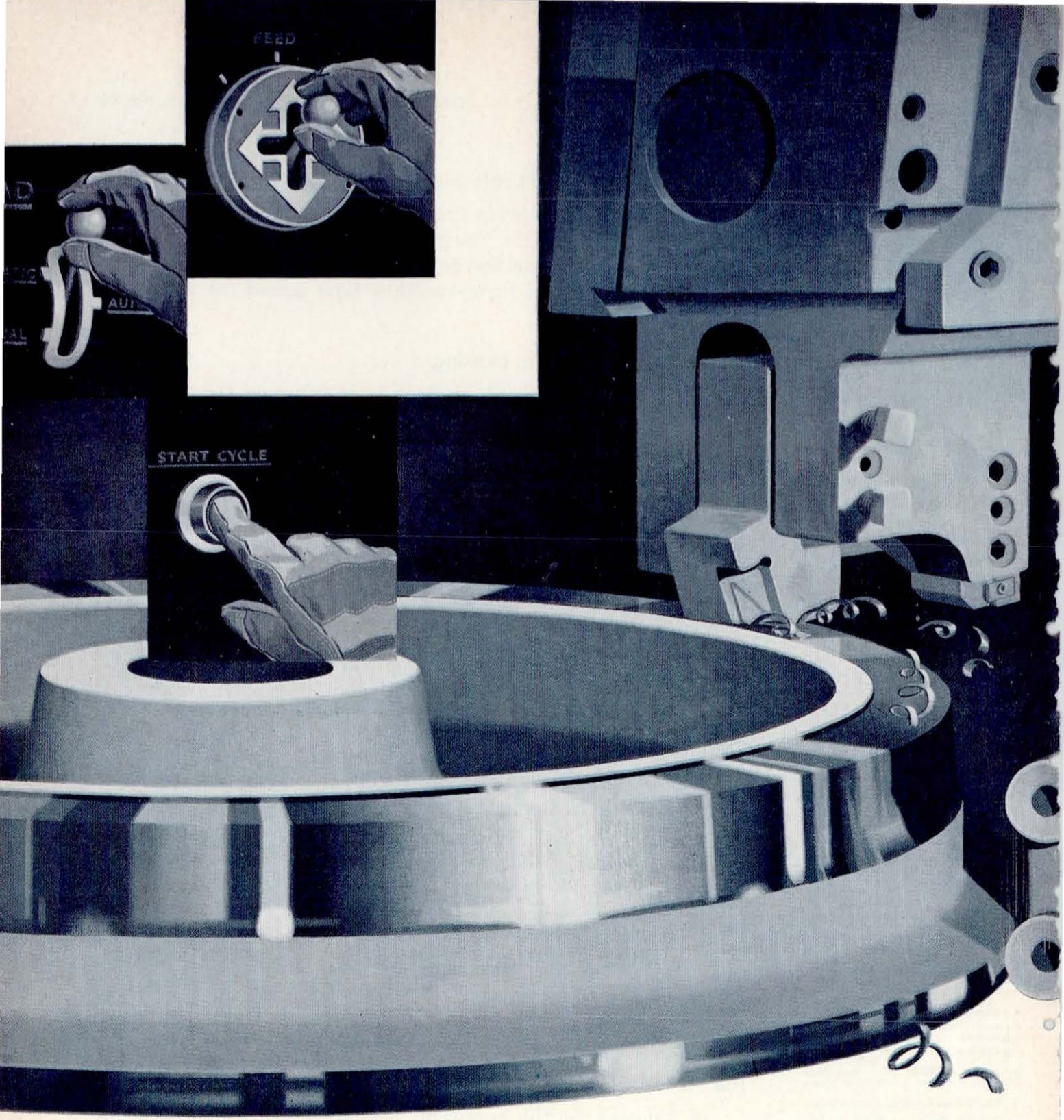
The Action Page—What about suburban service? p.44

A solution to the suburban passenger service mess is urgently needed. The solution would help the entire railroad industry, not just that part of it where losses from the service are critical.

Short and Significant

Experimental double-deck flat car . . .

with improved Shock Control sliding underframe was expected to go into service on the Santa Fe last week. Car will handle new autos from Detroit to the West Coast.



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Edgewater rolled steel wheels

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Week at a Glance CONT.

Current Statistics

Operating revenues	
10 mos., 1959 ...	$8,199,421,253
10 mos., 1958 ...	7,916,860,842
Operating expenses	
10 mos., 1959 ...	6,432,869,535
10 mos., 1958 ...	6,264,420,838
Taxes	
10 mos., 1959 ...	879,973,498
10 mos., 1958 ...	794,914,728
Net railway operating income	
10 mos., 1959 ...	615,761,783
10 mos., 1958 ...	604,025,748
Net income estimated	
10 mos., 1959 ...	443,000,000
10 mos., 1958 ...	451,000,000
Average price railroad stocks	
Dec. 8, 1959	104.97
Dec. 9, 1958	103.04
Carloadings, revenue freight	
48 wks., '59	28,614,910
48 wks., '58	28,038,678
Freight cars on order	
Nov. 1, 1959 ...	36,199
Nov. 1, 1958 ...	23,670
Freight cars delivered	
10 mos., 1959 ...	32,063
10 mos., 1958 ...	36,255

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Previously, the Shock Control underframe was applied only to Santa Fe box cars; the road now has 1,750 such cars in service or on order.

Railroad net income dipped . . .

to an estimated $50,000,000 in October, compared with $97,000,000 in October 1958. Net income for the first 10 months is estimated at $443,000,000, compared with $451,000,000 in corresponding 1958 period. For the 12 months ended in October, the rate of return averaged 2.81%.

Mandatory 30-day lubrication period . . .

for cartridge bearings, established by the AAR Mechanical Division Nov. 12 for inclusion in the 1960 Code, has been changed to 90 days. Revised new rule 66-B will cover.

Another Chicago terminal consolidation plan . . .

was under study last week. The new proposal: transfer passenger operations from Dearborn, LaSalle Street and Grand Central Terminals to Union Station; build a new station for Rock Island suburban services; leave Illinois Central terminal operations on the lake front.

Strikes and strike threats . . .

cropped up in several areas last week. Trainmen struck the Pittsburgh & Lake Erie briefly, went back to work under a federal court order. The BRT postponed a scheduled walkout on the Milwaukee when the National Mediation Board stepped in. Engineers voted in favor of a strike on the Detroit, Toledo & Ironton. Earlier, Santa Fe obtained a temporary restraining order to block an engineers' strike.

NYC's Rochester and Buffalo passenger stations . . .

have been acquired by a real estate syndicate for commercial development. The Rochester station (including 3½ acres of land and 95,000 sq ft of building space) was sold outright. The 11-acre Buffalo property (including Central Terminal and a 16-story office building) was acquired by the syndicate under a long-term lease with option to purchase. The railroad has reserved space in both terminals to handle its passengers.

Six-year-old truckers' damage suit . . .

against eastern railroads may now go to the Supreme Court. A circuit court in Philadelphia last week upheld, in a 2-to-1 decision, a 1957 lower court ruling awarding some 37 truckers nominal damages in their suit charging eastern railroads with conspiracy to restrain trade (RA, Oct. 21, 1957, p. 10). ERPC President David I. Mackie indicated a new appeal will be taken.

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Magnus bearing products have been serving America's railroads for the past century. And in full cooperation with the railroads, Magnus has pioneered many significant advances in bearing metallurgy and design. A recent example: the Magnus R-S Journal Stops. By taking the "slop" out of the journal box, R-S Journal Stops eliminate excessive bearing displacement under the severe shocks of braking and switching impacts—increasing bearing life 200% and cutting costs all along the line. Magnus lubricators provide another link in the chain of improved bearing performance. And in diesel and electric locomotives and MU cars, modern Magnus traction motor support bearings assure trouble-free mileage between motor overhauls.

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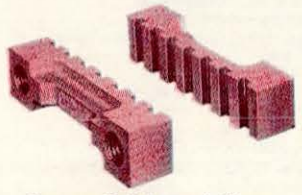

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Canadian RRs Ask Grain Rate Aid

► The Story at a Glance: To offset losses incurred in handling export grain at low statutory rates, the Canadian National and Canadian Pacific have proposed that the government subsidize western grain growers—but pay the subsidy directly to the railroads.

The proposal, submitted to a Royal Commission, is designed to correct "distortion in the freight rate structure" which the railways term their "largest single problem."

Canada's two major railways have outlined a specific plan to reimburse them for carrying export grain and grain products at depressed rates—without increasing freight charges paid by western Canadian farmers.

Briefly, the railways' plan to cover their losses on grain traffic would continue the existing level of rates paid by western growers on grain and grain products for export. In lieu of any increase in such charges, the railways would have the Canadian federal government credit them annually with the difference between revenues from present grain rates and the revenues which would be received if those rates were adjusted to what the railways call a "fair and reasonable level."

The plan—accompanied by a wealth of supporting evidence—has been submitted to Canada's current Royal Commission on Transportation, which is now holding hearings at Ottawa, with the primary objective of searching out (and recommending ways of eliminating) inequities in the country's freight rate structure.

Greatest of these inequities, according to both the CNR and the CPR, are the so-called "Crow's Nest Pass" rates on export grain and grain products. These rates—somewhat analagous to the former "land grant rates" in the United States—are established by statute, and have not been materially changed in 60-odd years. They produce revenue, currently, of about one-half cent per ton-mile, against average revenue of 2.09 cents for all other traffic.

"The rigidity of the statutory rates," the CPR says in its presentation to the commission, "has prevented revenues from this segment of traffic being increased in keeping with increases in the cost of transportation . . . Because of the statutory rates, the railways have been under the necessity of attempting to recover increased costs from only a segment of their traffic. As a result, the area of competition has increased . . ."

At the same time, the CPR concedes, "the sale of grain in international markets involves factors which are beyond the control of the farmer and the sale price for export grain must remain competitive. Until there is a marked change in the situation, the Canadian farmer cannot, without hardship, pay out of the sale price of grain, a just and reasonable rate for moving grain and grain products to export positions."

The railway plan would solve this dilemma by having the government pay the roads for their grain traffic losses—but identify the payments as assistance to western agriculture and not as subsidy to the carriers.

Both railroads agree on that principle. Both agree, also, that future differences between statutory grain rates and "fair and reasonable" rates, and the amount of assistance required by that difference, should be subject to continuing surveillance by the Board of Transport Commissioners.

But they differ on details.

In calculating the amount of help now required, the Canadian Pacific has proposed a 100% increase in present grain rates; the Canadian National, a 125% increase. The CPR would have the difference between present rates and the suggested new level subject to the corporation income tax—currently 50%—and reduced by that amount before being paid to the railways. Payment of the final amount would be by deduction from income tax payments to the federal government, or in cash or as a special credit. The CNR, on the other hand, would have payment of the difference made to the railways through "whatever agency or department is considered appropriate."

The CPR's supporting evidence to the commission shows its 1958 grain revenues from statutory and related rates as $35,600,000, or one-half cent per ton-mile; its expenses as $70,700,000, or one cent per ton-mile; and its total loss as $35,100,000. The CNR shows its 1958 grain revenues as $28,600,000, or 0.48 cents per ton-mile; its expenses as $58,800,000, or 0.99 cents per ton-mile; and its loss as $30,200,000. In each case, the net loss is divided almost equally between movement costs and overhead expenses.

While the combined net loss for the two railroads would indicate possible government payments, under the railroad plan, of more than $65,000,000, it has been calculated that tax credits and other factors might bring this down to actual outlay of as little as $17,000,000.

The railway proposal has drawn opposition from the Western provinces on the grounds that it would subject their grain growers to charges of getting special treatment. Western representatives contend that the commission should not confine its Ottawa hearings to grain rates, but should look also into such matters as passenger and branch-line operations and deficits alleged to result therefrom.

More Mail by Flexi-Van

Add the Milwaukee to the list of roads operating piggyback in passenger trains. Flexi-Van movement of bulk mail between Chicago-Milwaukee and a number of points in Wisconsin and Minnesota began last week.

Schedules call for one car (two vans) to leave Chicago on the "Copper Country Limited" at 7 p.m. This car is set out at Milwaukee to permit loading of additional mail and express. Later in the evening, a mail train carrying another Flexi-Van car from Chicago picks up the Milwaukee car. Both units are set out at La Crosse, Wis., and the four vans are moved over-the-road to points beyond. Vans are handled on Train No. 56 for the return to Chicago.

From La Crosse the vans fan out to distribute mail to 12 points in Wisconsin, 10 in Minnesota.

The service is the Milwaukee's first passenger train piggyback operation and, according to Vice President—Operations F. G. McGinn, it's also the first use of Flexi-Van in mail service west of Chicago.

Rice Hits 'Trial-and-Error' Methods

"Trial-and-error" methods can have no place in the designing of today's railroad equipment, Atlantic Coast Line President W. T. Rice told the Railroad Division of the American Society of Mechanical Engineers in Atlantic City, N. J., Dec. 3.

The present era, Mr. Rice said, requires "real engineering," because the railroads no longer have the money, time or personnel for the empirical methods formerly used.

Improvements in equipment and methods offer the greatest possibilities for stepping up the rate of return on railroad plant investment, and, for this, adequately trained technical men are essential, according to Mr. Rice. While transportation by railroad competitors is characterized by speed and flexibility, railroads must capitalize on the dependability of their service, the ACL president said.

He called the hotbox the greatest problem for today's railroad management, pointing out that there has been little improvement over the last fifty years. He challenged railroad technical men and railroad suppliers to come up with a solution to the hotbox problem "now."

Mr. Rice called the general service freight cars of the past obsolete in the light of today's specialized transportation requirements. He said he looks for development of freight cars which are readily convertible from box to flat cars so that there will be no necessity of owning a wide diversity of equipment types. He called piggybacking "realistic" and a development which "makes sense" in today's transportation.

Gwilym A. Price, chairman of the board of Westinghouse Electric, told another ASME session that "large nuclear power plants of a proven type can now be built which will produce electricity in some high-fossil-fuel-cost areas at a cost competitive with conventional plants." Progress in the design of atomic power plants of a proven type now has reached the point where it is possible to guarantee plant cost, capacity and fuel consumption, he said.

Watching Washington *with Walter Taft*

• **STRIKE PREVENTER** may become part of the railroad industry's 1960 legislative program. What specific proposal might be advanced along this line is not yet known. It could be a call for compulsory arbitration.

RAILROAD MANAGEMENT, presumably, is still in favor of putting compulsory arbitration provisions in the Railway Labor Act. It has never indicated publicly that it has changed that policy, adopted several years ago.

THE POLICY came to the fore in 1950, when leaders of the industry supported "principles" of a compulsory-arbitration bill sponsored by former Senator Donnell of Missouri. The bill proposed to supplant the Railway Labor Act's emergency-board provisions with provisions for a new type of Presidential board to decide stalemated cases. Findings of such boards would have been binding on all parties, though subject to judicial review.

AAR PRESIDENT LOOMIS, then chairman of the Association of Western Railways, was management's principal witness at hearings on the bill. He said management's stand in favor of compulsory arbitration had been taken with "considerable reluctance" after 10 years in which recommendations of emergency boards had been rejected by labor unions "as a matter of course."

OPPOSITION came from labor leaders, including President Harrison of the Brotherhood of Railway Clerks, who suggested instead that, in the event of a strike, the government should seize the railroads and operate them on a no-profit-for-stockholders basis. The Harrison proposal also contemplated that government should fix wages and working conditions for the period of federal control.

MR. LOOMIS WONDERED how this could be done except by some procedure similar to the Donnell bill's proposed Presidential-board plan—unless the unions were to "dictate the terms of employment." The Donnell bill got nowhere, and no similar bill has been considered since.

NO EMERGENCY POWER to deal with railroad strikes is now available to the President in specific legislation. During World War II, and for several years thereafter, the government met such crises by taking over the railroads; but laws which authorized those seizures are now expired or repealed. Any strike threat arising out of the present "featherbedding" controversy is not expected until after the first of next year. Congress will then be in session and thus in position to act promptly.

MEANWHILE, President Eisenhower's determination to prevent a strike in any such industry as the railroads was pointed up in the address he made as he left Washington for his world tour. After calling for prompt settlement of the steel controversy, he went on to a general warning that the country "will not tolerate for long the crippling of the entire economy as the result of labor-management disputes in any one basic industry."

IT'S UP TO LABOR AND MANAGEMENT "to adjust responsibly and equitably their differences," the President said. He also said: "Voluntarily, in the spirit of free collective bargaining, they will act responsibly; or else, in due course, their countrymen will see to it that they do."

EQUIPMENT MODERNIZATION Key to Successful Railroading

National Rubber Draft Gears

on the Santa Fe

With a heritage born in the "winning of the west" and nurtured on vision, imagination and daring the Atchison, Topeka and Santa Fe exemplifies successful railroading with its continuing equipment modernization program.

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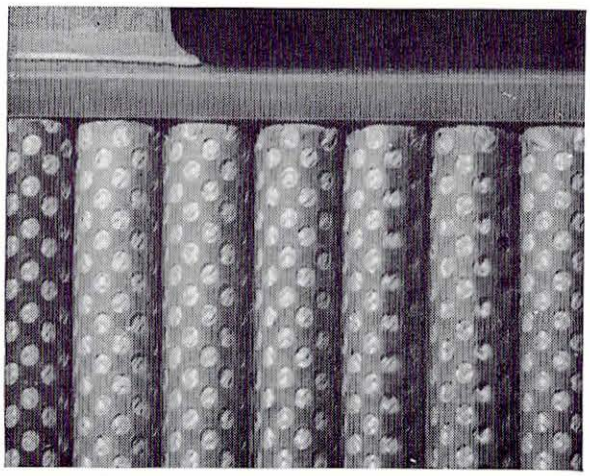

Here's the secret. The new, improved tubular positive plate. Active material is held securely in fine mesh, braided glass tubing encased in plastic armor. Boosts battery performance . . . extends life. Exide introduced the tubular positive plate battery 50 years ago. Has constantly improved it ever since. No other battery design has ever been able to match it for heavy duty service.

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Write for complete information. Also ask about the new, portable chargers for station use. Exide Industrial Division, The Electric Storage Battery Company, Phila. 20, Pa.

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THE ELECTRIC STORAGE BATTERY COMPANY

Where Has Hotbox Odor Gone?

"More than 50% of the cars set out with hot journals on our line are detected either by towermen or crew members before the packing has started to burn. Some reach only a smoldering stage.

"Tight journal box lids, in my opinion, would not prevent smoke or fire escaping through the back or dust guard opening at the rear of the journal box. Nothing has been added to the oils or waste-packed boxes that would have the effect of reducing the smoke or burning to indicate to train crew members and others along the right-of-way cars with hot journals. To use an additive that would have a distinct odor or smoke, I believe, would cause the waste and oil to become ignited and result in an increase in the number of cars set off with hot journal indications."—*E. O. Dickinson, superintendent car department, Central of New Jersey.*

"I have read with great interest the comments in the Nov. 9 issue titled 'Where Has Hot Box Odor Gone?' With more than 150 installations of our SERVOSAFE Hot Box Detective*, we are much concerned with the misconception among railroad personnel that a hotbox is always accompanied by an issue of smoke and odor. Literally hundreds of hotboxes have been detected electronically without these manifestations.

"It has happened in many, many cases where the detector has indicated a hotbox that a so-called 'nothing found' has been reported only to have the indicated journal set out down the line. These events occur because train crews have scanned their trains for smoke instead of checking the journal in question.

"We have even had reported a few cases where journals have reached the 'burn-off' stage without evidence of smoke. It is a dangerous concept that smoke or odor will always accompany a hotbox.

"It is my conviction that while the new lubricators and lubricants certainly do reduce the rate of hotbox incidence, the probability of hotbox detection by the usual sight, sound and odor manifestations is very much lowered."—*William M. Pelino, chief technical advisor, Servo Electronic Switch & Signal Co.*

*Protected by U.S. Patent No. 2,880,309. Other U.S. and Foreign Patents Applied For.

Conducted by George C. Randall, district manager, Car Service Division, retired, this column is a forum for questions that railroaders are talking about. Both questions and answers are welcome from readers at all levels of responsibility. We'll pay $10 to any reader submitting a question that forms the basis for a column discussion.

Where Has Hotbox Odor Gone? was asked by a trainmaster who has noted that today's hotboxes often lack the distinctive smoke and smell that used to be characteristic of hot journals. We'll have more on this later.

Would 24-hr Clocks Be Better for Operations? came from a correspondent who commented that 24-hr time is used by the armed forces, by overseas airways and in some parts of Canada.

Why Running Boards on Cars? is a new question. Let's have your opinion on whether or not running boards are essential.

What Would Be Benefits From 24-hr Clocks?

"Your correspondent notes that 24-hour time is used by Canadian and European railways. This statement is true in part. All lines of the Canadian National west of the Lakehead, Port Arthur, Ont., are on the 24-hour system, whereas all lines east of Port Arthur in Canada and all our subsidiary lines in the United States are on the 12-hour system.

"Naturally, the people in the West who are accustomed to and have had their experience under the 24-hour system consider it the better. Those in the East think that the 12-hour system is preferable, and, being used to it, are not anxious to change.

"The major problem of changing Eastern Canada and our U. S. subsidiary lines to the 24-hour system would be the equipping of all clocks and employees' standard watches with 24-hour dials in place of the conventional 12-hour watch face. Because of this, and the fact that employees in Eastern Canada and on our U. S. lines are accustomed to the a.m. and p.m. system, and, further, that no difficulties are being encountered with this system, there is no intention at the present time of changing these lines to the 24-hour system."—*S. F. Dingle, vice-president of operation, Canadian National.*

Why Running Boards?

To the Question and Answer Editor:

"You have no doubt observed that the ICC approved Union Tank Car Company's petition for omission of side running boards on a new type tank car.

"In giving its approval the Commission has been quoted: 'Under present day conditions trainmen seldom traverse the tops of cars in road service, and in switching or yard service they generally descend to the ground when it is necessary to go from one end to the other of a car or cut of cars. Furthermore, while the evidence shows that there is no prohibition against employees traversing the tops of cars, or using running boards, neither is there a requirement by the railroads that the employees do so. In fact they are discouraged from doing so.'

"A gradual elimination of top running boards, by Commission authority, would save railroads a considerable sum of money in initial cost and maintenance.

"I would like to suggest the following question for your column:

" 'Why Running Boards on Cars?' "—*P. G. Shepherd, assistant to regional manager, Chesapeake & Ohio.*

The N&W...where Brenco Bearings are on the move!

Westward to the steel mills and the lake ports of Ohio...eastward to the coal piers at Norfolk, Virginia...the Norfolk and Western Railway carries the abundance of the six-state "Land of Plenty."

Helping this great railroad keep the tonnage moving are Brenco Bearings... products of Brenco Incorporated, where bearing specialists are dedicated to the task of producing better freight car bearings at lower cost.

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BRENCO BEARINGS

D&H Uses TV at Grade Crossing

► The Story at a Glance: Highway crossing protection can provide a return of 50% to 90% on its cost. A recent case is that of the Delaware & Hudson at Cohoes, N.Y. The railroad installed flashing-light signals and short arm gates at 10 highway crossings. Supervisory manual controls are operative at seven crossings during daylight hours when heavy switching moves are made. A television camera at one crossing gives the towerman a view of an engine working just beyond his range of vision.

A 57% return on total cost is being realized by the Delaware & Hudson on its improved crossing protection installation at Cohoes, N.Y. Total cost of the project was $229,877, with net annual savings of $130,596 (see table).

Cohoes, a city of 22,000 population, is nine miles north of Albany on the D&H double-track mainline. The railroad runs through the heart of the city and crosses nine streets at grade. The tenth street in this crossing project is across the Mohawk River in North Cohoes. All streets have fairly heavy vehicular traffic. Two crossings are involved in street intersections to add traffic density. In addition, a street parallel and adjacent to the railroad intersects three streets that cross the railroad.

In the vicinity of the crossings, the railroad runs along a sidehill shelf. Most streets run east-west up the hill. All crossings had watchmen 24 hours daily, the year round, except two which were equipped with automatic flashing-light signals. Two other streets had flashing-light signals and flagmen. Six street crossings had manual gates.

As part of the crossing protection modernization program, the D&H installed WRRS flashing-light signals and shortarm gates at all 10 crossings. These are controlled automatically in the conventional manner by trains or locomotives occupying approach track circuits.

To reduce unnecessary delay to vehicular traffic during switching movements, supervisory manual control was provided for seven street crossings. Industry tracks lead off the mainline all through the city. Team and house tracks from the D&H freight station join the mainline near the center of the project. Supervisory manual control machines are in two towers: one controls crossing protection equipment at three streets; the other controls equipment at four streets. Each towerman is on duty

(*Continued on page 17*)

1. Cost of installation	
(a) Capital investment	$196,137
(b) Operating expenses	33,740
(c) Total	229,877
2. Gross saving per year	$137,400
3. Increased annual operating expenses:	
(a) Signal maintenance and operation	$ 9,350
(b) Depreciation at 2.82% (of 1a)	5,531
(c) Total	14,881
4. Net reduction in annual operating expenses	$140,403
5. Reduction for interest charges at 5% (of 1a)	$ 9,807
6. Net savings per year	$130,596
7. Annual return over 5% interest:	
(a) On capital investment (6 ÷ 1a)	67%
(b) On total cost (6 ÷ 1c)	57%

IMPRESSIVE SAVINGS are realized from Cohoes project.

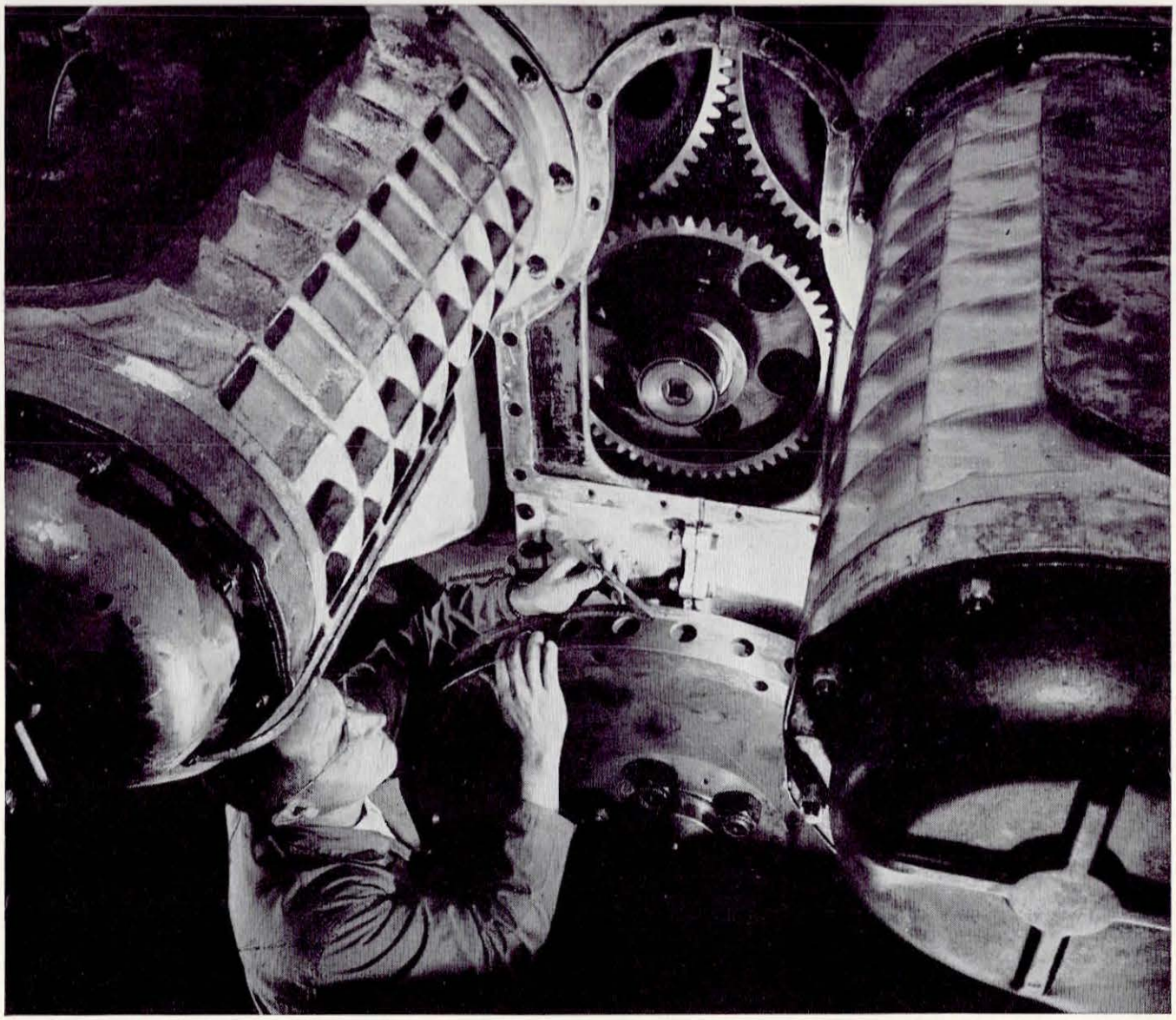
▲ SUPERVISORY MANUAL CONTROL panel pushbuttons are used to raise or lower gates for switch engines. Toggle is used to control gates for track motor cars.

◄ TELEVISION MONITOR SET gives towerman view of engine working near crossing. Engineer dims and brightens headlight to tell towerman he can raise gates.

ENGINEER'S FIELD REPORT

PRODUCT RPM DELO OIL RR

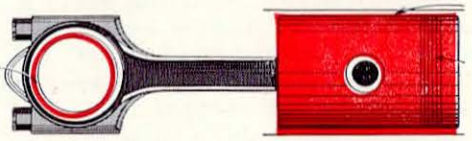
FIRM NORTHERN PACIFIC RAILWAY
South Tacoma, Wash.



RR diesel gears show only ½° wear in 2½ million miles

Timing gears on this Northern Pacific GMC–diesel locomotive engine, lubricated with RPM DELO Oil RR, recently completed 2½ million miles of severe freight service without repairs or adjustment. NP's South Tacoma Shop Foreman, A. R. Genin (above), indicates degree marks on engine flywheel, used to gauge gear wear. Tolerance between gear teeth shows variance of just ½° from original setting. Mr. Genin says, "We consider this low rate of wear remarkable for heavy-duty freight operation. It is typical of our experience during the 12 years we have used RPM DELO Oil in all our locomotive diesels." Engines are 1350 h.p. 16–567 series.

Why RPM DELO Oil RR reduces wear, corrosion



• Oil stays on engine parts—hot or cold, running or idle • Anti-oxidant resists lacquer formation • Detergent keeps parts clean • Special compounds prevent corrosion of bearing metals • Inhibitor resists foaming.

For More Information about RPM DELO Oils or other petroleum products of any kind, or the name and address of your nearest distributor, write or call any of the companies listed below.

LUBRICATING OILS RPM DELO

TRADEMARK "RPM DELO" AND DESIGN REG. U. S. PAT. OFF

STANDARD OIL COMPANY OF CALIFORNIA, San Francisco 20

THE CALIFORNIA OIL COMPANY, Perth Amboy, New Jersey

STANDARD OIL COMPANY OF TEXAS, El Paso

THE CALIFORNIA COMPANY. Denver 1, Colorado

D&H USES TV AT GRADE CROSSING (*Continued from page 15*)

eight hours daily, six days a week.

Normal maximum daily rail movements consist of 11 passenger trains, one through freight train and three local freight trains. In addition, two transfer crews pass back and forth through the territory to perform switching service.

To enable the towerman to get a good close-up view of a street crossing 1,700 ft from his tower, a television camera was mounted on a telephone pole crossarm extension just north of the crossing. The camera is focused to view trains or engines approaching from the south. Just south of the crossing an industry track connects to the northbound main. As the siding is on an incline, switch engines often have to make a "run for it" to get up the incline with cars. Because the switch is in the approach circuit for the crossing, supervisory control is used to reduce delays to street traffic when the engine is not moving over the crossing.

With the camera at the crossing and a monitor (TV receiver) in the tower, the towerman can see the switch engine. When the engineer is coming out of the siding and knows he will not move onto the street crossing, he brightens and dims the headlight several times. This attracts the towerman's attention, who then raises the gates.

The GE camera is in a weatherproof case which has a windshield wiper and defroster that can be remotely controlled by the towerman. He can also control focus, lens opening and pan and tilt. The main camera controls are in a relay bungalow at the base of the telephone pole at the crossing. Floodlighting was unnecessary, because all switching moves at this crossing are made during daylight hours.

Manual control pushbuttons are in relay cases or housings at each crossing. They are used by trainmen if unusual switching moves are necessary when the towermen are not on duty, or for moves at the three crossings not equipped with supervisory manual control. When making switching moves, a crew may have to leave cars standing on the approach circuit. Thus, when the engine backs off the crossing, a member of the crew will use his switch key to open the manual box and press the stop button. This will raise the gates, permitting motor vehicles to pass over the crossing. When the engine is to move over the street, the crewman presses the Start button, causing the gates to be lowered.

Railroading After Hours with Jim Lyne

FEATHERBEDS O.K.?—H. H. Whitehead, consulting economist of Flushing, N. Y., says he doesn't think "featherbedding" is the right word to describe burdensome working rules, because (he asks) who can be opposed to such a nice, comfortable, praiseworthy device as a featherbed? He would prefer a less agreeable term for a harmful practice, and cites as an example the term "scofflaw," sometimes applied to careless motorists.

The example isn't, in my opinion, a happy one. The word "scofflaw" was invented during prohibition for application to the wets—but they made a joke of it, and adopted the epithet themselves. It became, not a term of opprobrium, but something they boasted about.

INTEREST IN ACCIDENTS—There's something fascinating to me in accounts of some railroad accidents, especially those involving operating practices. Maybe the interest is just plain morbid—but I doubt that it's any more so than that in detective fiction, which I also find easy reading.

Not long ago I read in the Slater (Mo.) News-Rustler of an accident which happened more than 40 years ago on the old Alton (now GM&O). The once-famous "Hummer" collided with the caboose of a freight train, which was out on the main line with its marker lights showing green to the rear and no flag out.

The rear brakeman should have been back flagging—but he wasn't, and he had cleared the markers with his train on the main. He was in the caboose when the Hummer hit and was killed, so nobody will ever know what went wrong. The Alton ran a special train (all deadheads) to take the funeral party to the cemetery—evidence of the close family feeling between employees and management which was always strong on the Alton's West end.

Those were the days of mighty little signaling, no telephones (for dispatching, that is) and heavy reliance for safety on individual initiative and skill—and, when there was failure (as there sometimes was), there was usually a story with a lot of drama to it.

MUSEUM BUSINESS—Somebody was making jokes a year or so ago about the model railroad manufacturers, who were ringing up more net earnings from railroad toys than lots of real railroads were from real railroading.

Now there's another railroad side-line that is flourishing: the museums. Museums, of course, are usually labors of love, rather than business ventures. Just as a yardstick, I've heard that the supply of steam locomotive bells has been practically exhausted—and that persistent demand may require new manufacturing operations.

The other day I got a letter from W. S. L. Christensen of 303 Winona Street, Winona, Minn., who is in process of setting up a railroad museum, and is looking for old parlor car chairs and spittoons, an antique business car, and an ancient caboose; and other such memorabilia.

I'm all for such activity—just so long as railroaders don't get so wrapped up in looking backward that they forget to look forward.

ONE-MAN PR OPERATORS—Transportation policy campaigning by individuals seems to be increasing. For instance, in Long Beach, Cal., there's a man named Robert J. Swan (600 Long Beach blvd., L.B. 12) who is carrying on a relentless one-man campaign for improved transit (by rail) in the L.A. area. A similar service is being rendered to the Boston zone by Southworth Lancaster (7 Waterhouse street, Cambridge 38). From E. F. Downs of La Grange Park, Ill., emanates a persistent flow of polemic letters, opposing reliance on highways for urban transit.

3 STRAN-STEEL RAILROAD PRODUCTS SAFEGUARD ALL VITAL AREAS, LENGTHEN BOXCAR LIFE

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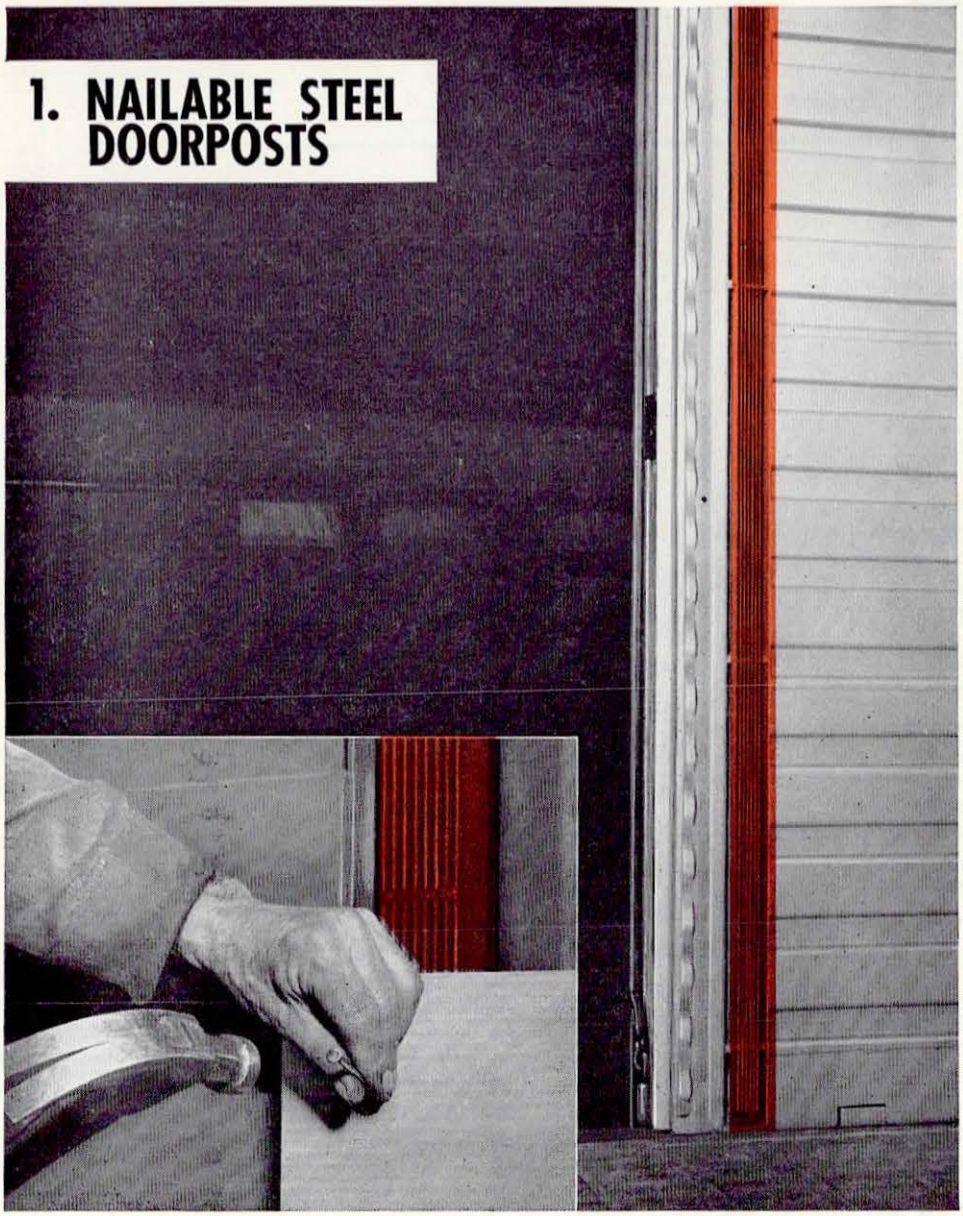
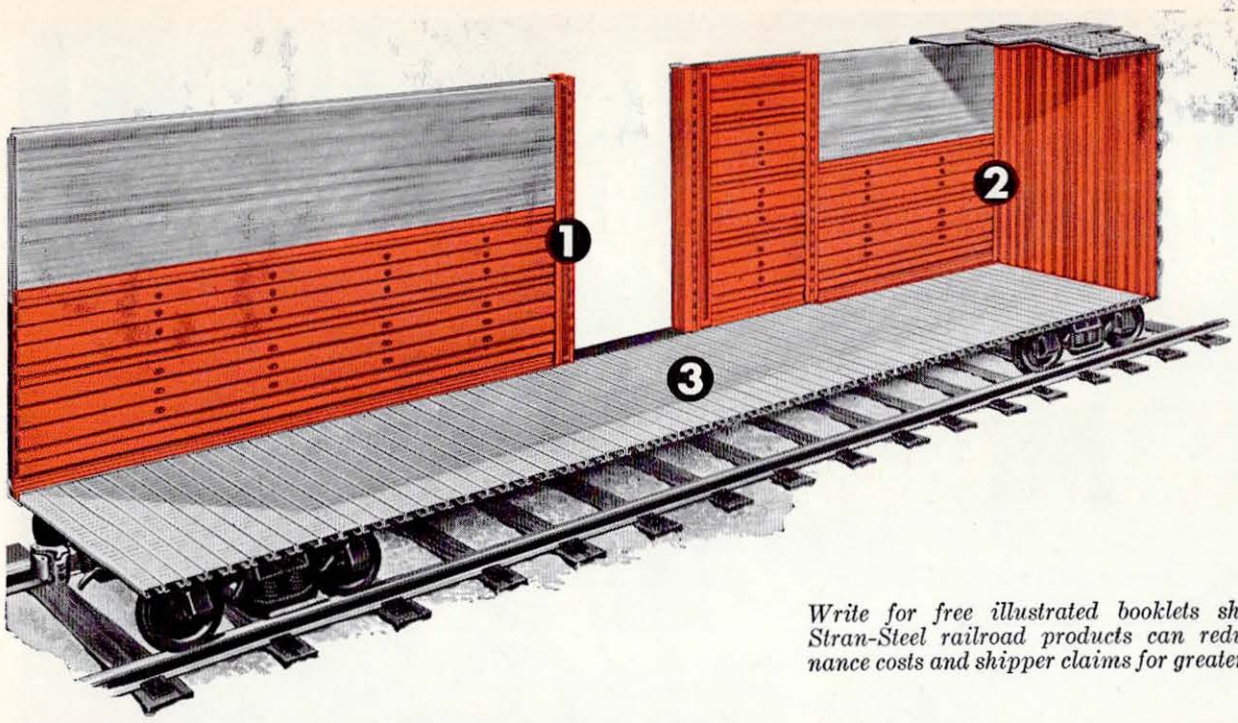


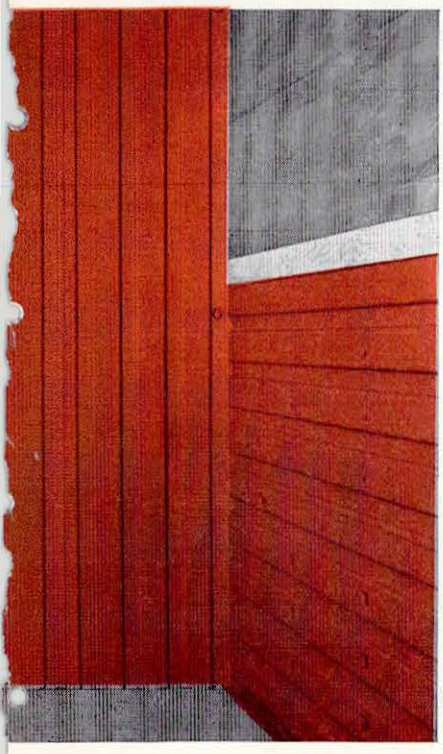
2. ANCHOR LINER

Stran-Steel Anchor Liner helps protect sidewalls and endwalls against the damage which commonly causes 70% of rip-tracking. Recessed strap anchors make bracing of lading quick, easy and safe.

◀**Nailable Steel Doorposts** with steel grooves take repeated nailing of grain doors without weakening or splintering (see inset photo), strengthen vulnerable doorways, protect against lading and lift truck damage, and stand up for years of Class A service. Nailable Steel Doorposts can be used with either sliding or plug doors.



Write for free illustrated booklets showing how Stran-Steel railroad products can reduce maintenance costs and shipper claims for greater net profits.



Side heights are variable; endwalls full length. GLX-W high-strength steel reduces dead weight compared to ordinary carbon steel liners of equal strength.

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Seventy leading railroads now have more than 72,000 N-S-F freight cars in service. If you would like detailed information and cost studies, contact your nearest Stran-Steel representative. Offices in Chicago, New York, Philadelphia, St. Louis, Cleveland, San Francisco, Minneapolis and Atlanta. In Canada, Stran-Steel railroad products are made and sold by International Equipment Co., Ltd., Montreal.

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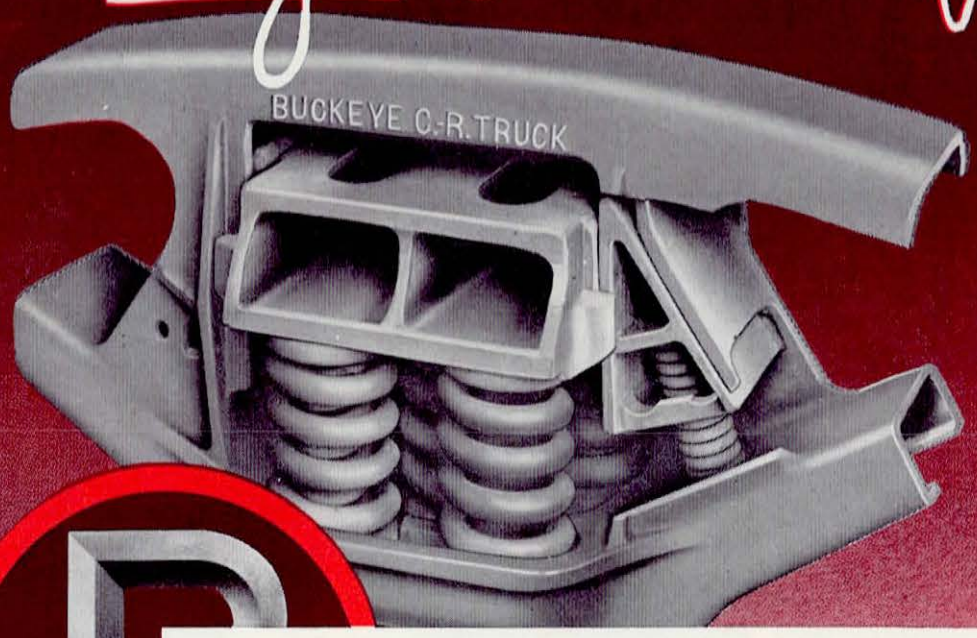

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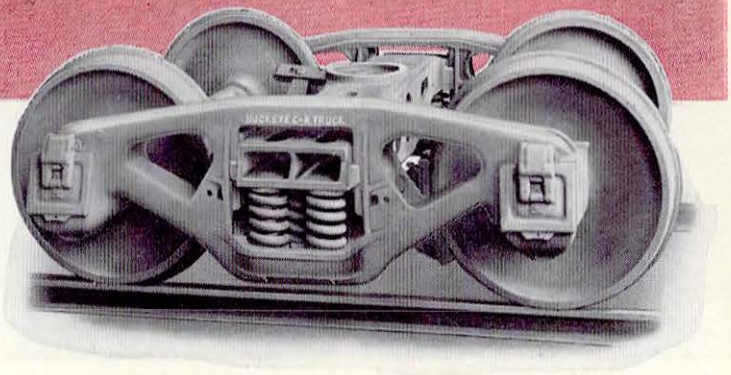

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Here begins a continuing special report on COMMUNICATION

Tell the people

• The ultimate power in this country is the people.

• People may not be lightning-fast, but they have the force of a glacier.

• Nor are they stupid. A year ago some politicians said the people couldn't be bothered about the economics of inflation. Today, those politicians know otherwise.

• And people are just. A strong sense of fair play runs through their reactions to sports, politics, business.

• If the people are for the railroads, what can stop them?

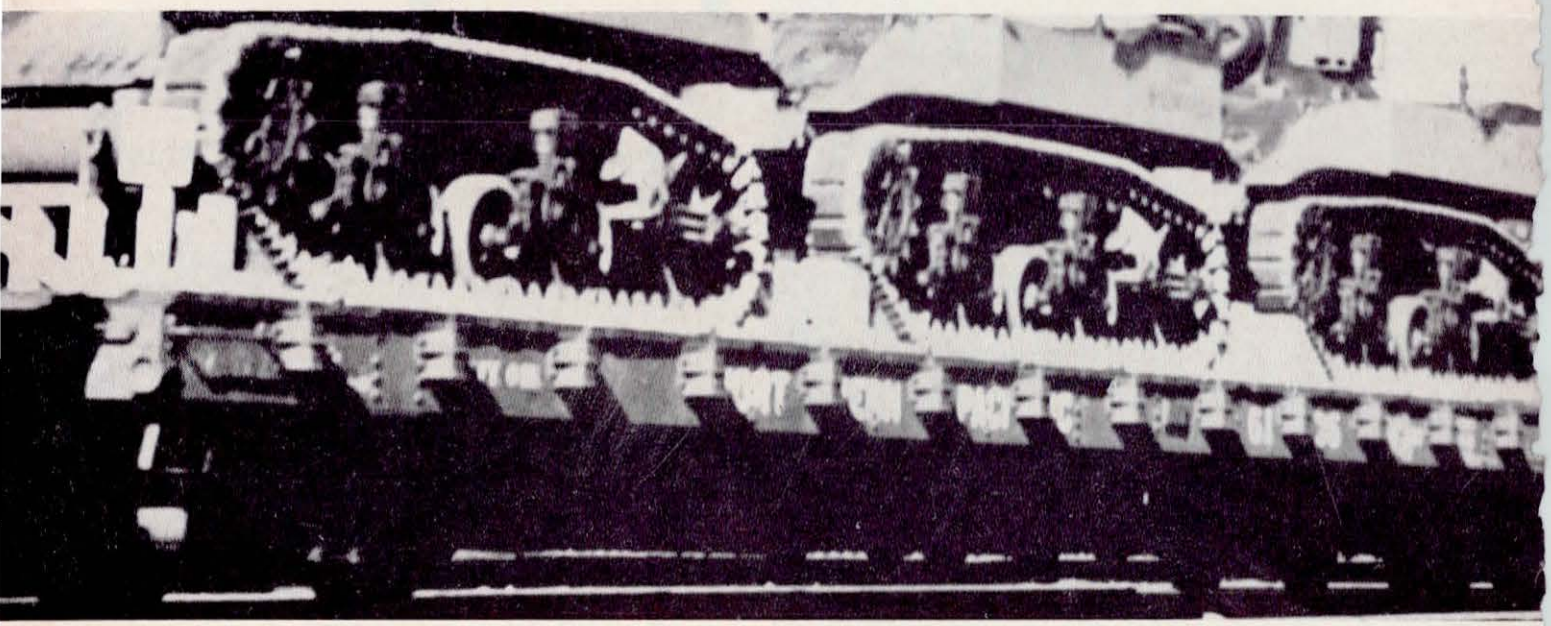
• Basically, there are only two questions about the future of the railroads . . .

1. Do the people know the facts? (The answer is, very few do. Not many know how railroad welfare does, in fact, concern them.)

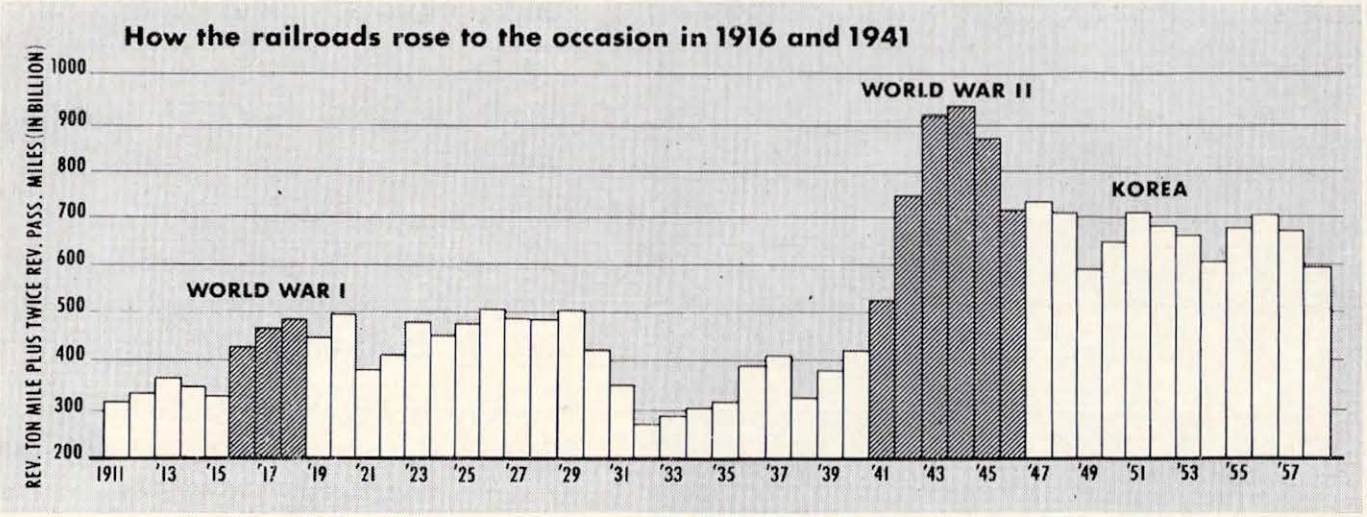
2. Can the railroads put the facts across? (For the start of an answer, please turn the page . . .)

→

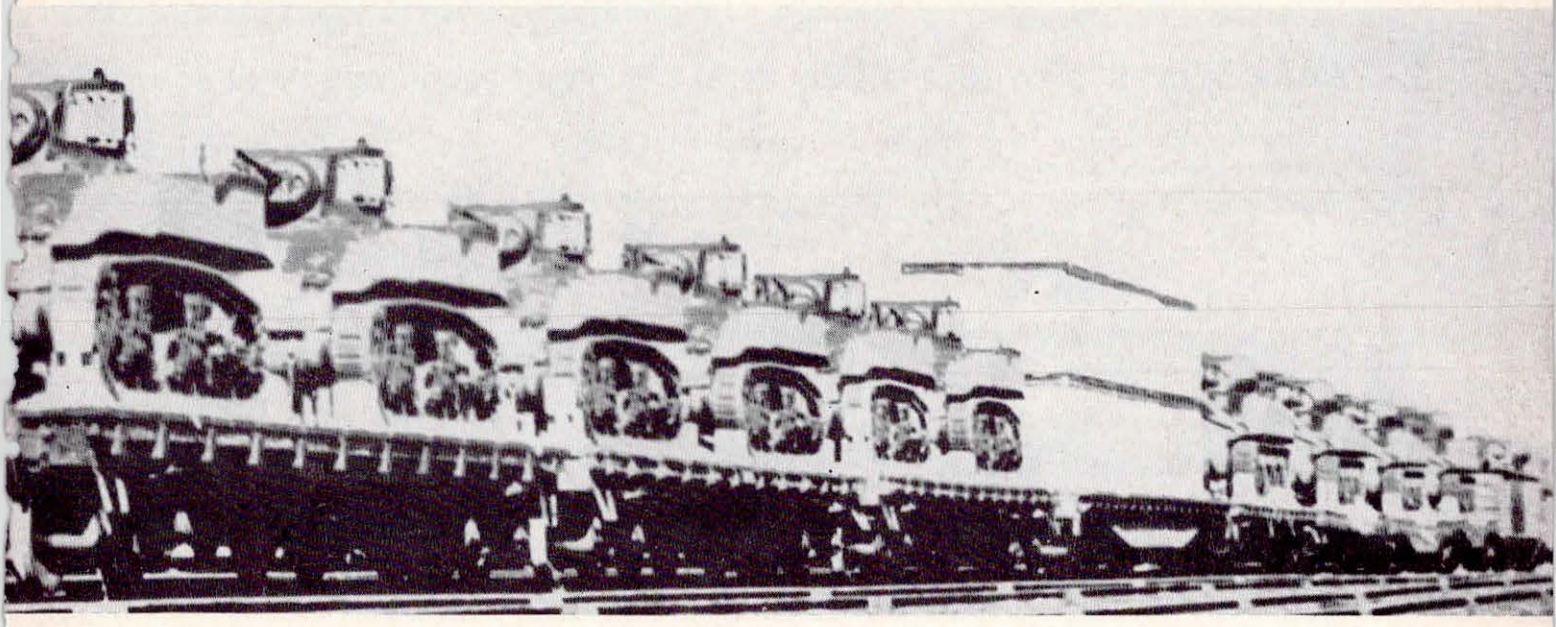
In World War I ↑ and World War II ↓ America could safely count on a



If we went to war tomorrow, who



"transportation miracle." But . . .



would carry the load?

If war came tomorrow, the U. S. could very well lose it—not from misfired missiles, but from misfired transportation.

A decade of haphazard transport planning, or no planning at all, has turned economics upside down and created a transportation network that might well collapse if confronted with a critical national emergency.

Transportation remains vital, atoms or no atoms. The science of logistics has not changed since World War II: "You have no more of anything than you can deliver where it is needed."

Whatever form another war might take—general or local, long or short—there is no escaping two facts: (1) Transportation demands inevitably surge upward in an emergency; and (2) manpower becomes scarce.

As things stand now a third element—an entirely needless one—is added. Call it capacity.

Defense planners already have blueprinted a Civil Reserve Air Fleet plan which would lift 314 big airliners out of the civilian fleet for military use. All remaining civilian planes would be assigned at once to support high-priority defense production.

This move alone will thrust a quick burden on remaining transport facilities. With manpower limited, with major highways preempted by civil defense, with oil supplies perhaps limited, how could the burden fall anywhere but upon the railroads?

For this eventuality, railroads are prepared hardly at all.

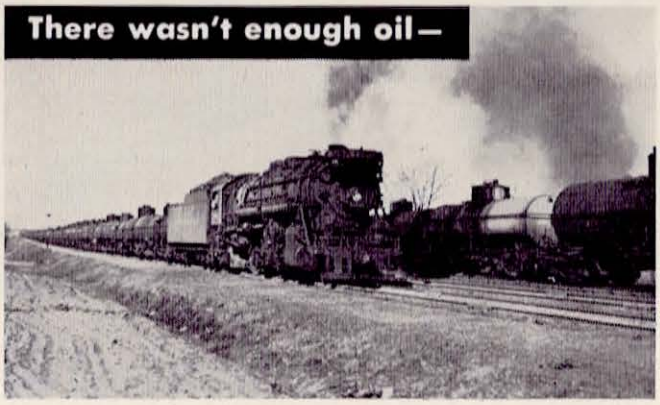
Railroad ownership of passenger-carrying cars is down more than a third since 1944; there is no substantial surplus of motive power; freight cars number less than on January 1, 1946.

Railroads in 1941 had surplus capacity. Today they have almost none.

It is characteristic of railroads that they can absorb great increases in traffic with minimum increases in men and equipment. But even elasticity has its limits.

And if the railroads
couldn't carry the overload
nobody could carry it —▶

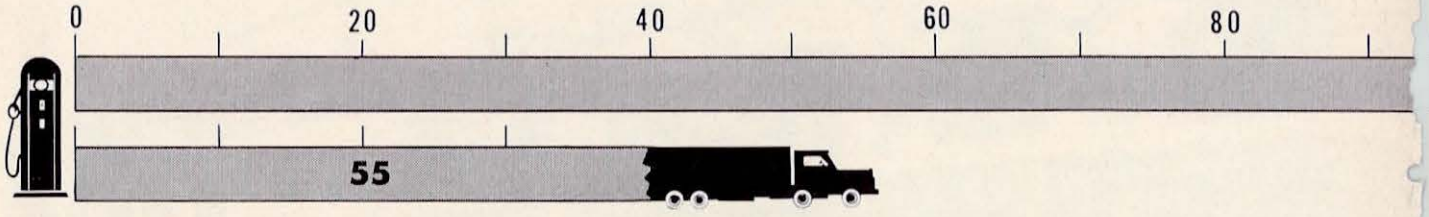
Americans are endangering a great



1. World War II proved we live in a petroleum economy, that manpower

If ever there were doubts before, the 1941-45 war years established America's dependence on petroleum.

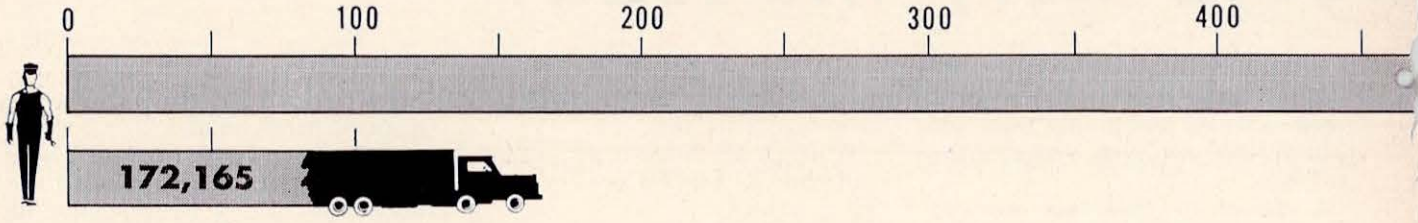
In the past 15 years that dependence has increased. In no industry is this more true than in transportation. Every type of carrier runs on oil. If supplies ran short in a national emergency, the carrier able to produce maximum trans-



2. Nothing travels so far with so little petroleum as a train

As the chart above shows, the average modern train produces 192 ton-miles of transportation for every gallon of fuel expended. The average truck, on every gallon of fuel it uses, produces only 55 ton-miles of transportation.

Put another way, a train gets three-and-a-half times as much work out of every drop of petroleum it removes



3. Nothing makes manpower go so far as a train

A railroad is, by its very nature, an efficient mechanism. The combination of steel wheels on steel rails, with cars coupled into trains, is such that ton-mile output of railroad employees is the highest of any form of transport.

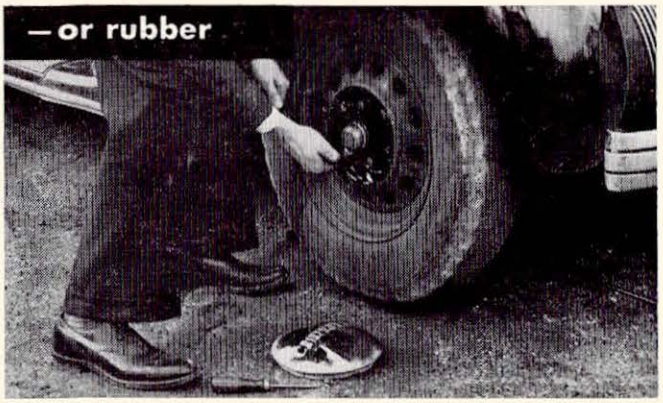
Even under present work rules, which, in many cases, compel use of more employees than necessary, the

4. And yet—America seems determined to run its railroads out of business

Railroads recognize they are not as prepared for a defense emergency as they'd like to be.

Only last month another Congressional committee found that no plans for transport (in defense) can fail to take into account the railroad industry. It said other forms of transport are "auxiliary and supplemental."

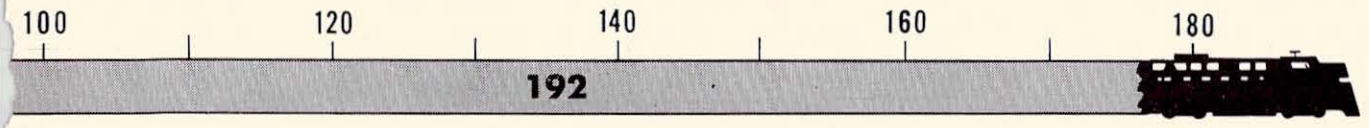
national resource



can be precious

portation from a gallon of fuel would have to handle the transport job.

But if petroleum is a precious resource, manpower is equally so. During the severe labor shortage of World War II, railroads more than doubled their freight volume, and passenger traffic increased four-fold. Railroad employment increased less than 38%.

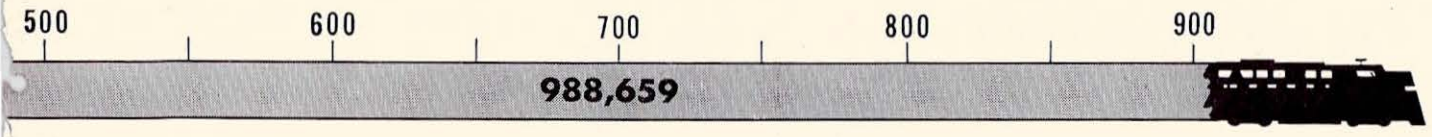


TON-MILES PER GALLON OF FUEL

from our oil reserves as a truck does.

Automobiles and airplanes rate lower still. No country is so rich that it can purchase such inefficiency forever.

Yet this is happening. From 1955 through 1959, federal, state and local governments poured more than $45 billion into highways alone. The figure exceeds all railroad net investment.



TON-MILES PER EMPLOYEE—THOUSANDS

average freight-service employee of a railroad outproduces his motor carrier counterpart almost 6 to 1.

The chart above illustrates the point: The average railroad will produce 988,659 ton-miles per employee in the same period the average truck line will take to produce 172,165 ton-miles per employee.

Yet it is lawmakers such as these who refuse to loosen the railroads' legislative noose while they, along with state and local governments, pour billions of tax funds every year into building up "auxiliary" transportation.

America better get busy—fast. Railroads will build capacity, but they need freedom to earn money to do so.

C&EI, Seaway Hit It Off Well

► **The Story at a Glance: For Chicago & Eastern Illinois, there's no middle ground where the St. Lawrence Seaway is concerned. C&EI views it as "the most exciting thing in our territory"—and if the Seaway fails to pay off big for the railroad, it won't be the fault of President David O. Mathews or his traffic department.**

C&EI has kept a watchful eye on changing traffic patterns in its territory. Now, with the Seaway's shakedown year over, the railroad is making its move.

C&EI likes the Seaway, and if this be treason—well, C&EI, at least, is going to make the most of it.

President Mathews related this story in an address prepared for the New York Society of Security Analysts last week:

"One of our shippers asked us to establish an export rate on heavy machinery moving from Evansville, Ind., to Chicago. The shipper asked that we give him a rate somewhat lower than the New Orleans export rate (83 cents per one hundredweight from Evansville). It's approximately three times as far from Evansville to New Orleans as it is from Evansville to Chicago. The heavy machinery will load approximately 50,000 pounds per car, which will yield us per-car revenue of approximately $400.

"This is an exciting development for a railroad whose revenues per car average approximately $90. Our revenue per ton-mile will far exceed the revenue per ton-mile to New Orleans. Instead of receiving a relatively small division of a relatively low export rate to New Orleans, we now will receive substantial revenues on this traffic and will not be required to divide the revenues with other railroads."

It's much the same story with grain. Shipments can be moved from Salem, Ill., to New Orleans for export at a rate lower than the Salem-Chicago charge. And, Mr. Mathews comments, "this holds true at all our stations. Here again, we will establish export rates which promise to give us high revenues per ton-mile.

"I have told our traffic people that if they do not get our export rates adjusted so as to recapture this business from the trucks and barges, they will not need to come by for their checks. I'll mail them to their last address."

Wabash Gets New TOFC Trailers

Wabash is taking delivery on a new series of 10 40-ft piggyback trailers, built by ALF-Herman Corporation. The units are equipped with a new dual-powered Transicold refrigeration system (operated on diesel fuel with electric power standby) which will regulate inside temperatures from 20 degrees below zero to 80 degrees above. Wabash President Herman H. Pevler accepted the first of the new units from ALF-Herman President Dan Ellis and Vice President-General Manager J. C. Esher at a special ceremony recently in St. Louis. ALF-Herman is a subsidiary of American-LaFrance.

C&EI is not unmindful of the problems created for other railroads by the Seaway. But geography puts C&EI in a position bordering on the unique—and the railroad intends to take full advantage of it. Mr. Mathews sums it up this way:

"We feel that the C&EI, unlike the eastern trunk line railroads and some of the southern railroads, will benefit from the Seaway. Unlike most of the other roads that serve Chicago, we do not have mixed emotions on the subject. . . . Since we serve neither the Atlantic Coast ports nor the Gulf ports, it's not necessary for us to solve the problem of preserving the long haul. We have no long hauls on the C&EI.

"Our loyalty primarily is to Chicago, the only Great Lakes port we serve. The backbone of our business is hauling goods to and from Chicago."

How does business shape up for C&EI?

- Coal traffic will boom. C&EI is sitting atop coal reserves totaling about 32 billion tons. Steel mills are using an increasing amount of Midwest coal. Depletion of Mesabi iron ore reserves and increasing use of Labrador ore may spread Midwest coal distribution throughout the Great Lakes area. (As shipping patterns change, C&EI theorizes, ore ships from Labrador can pick up coal for the return trip east through the Lakes. Head-of-the-Lakes ore ships do the same thing now to prevent what would normally be an empty trip westbound.)
- Auto-parts traffic involving two plants may well top 40,000 carloads annually. C&EI lost an on-line assembly plant when Chrysler shuttered its Evansville facility and built at St. Louis—but the railroad retained the traffic which now moves to St. Louis. Ford is expanding operations at Chicago Heights, Ill., in an almost-new stamping plant served by C&EI.
- Grain traffic has increased from 22,579 cars in 1950 to almost 30,000 cars last year, despite heavy truck and barge competition. Grain, Mr. Mathews notes, "is a resource comparable to coal on the C&EI."
- Industrial development efforts are continuing to bring new plants, new traffic to C&EI. General Electric is building a plant for the production of a new plastic at Mt. Vernon, Ind. C&EI still has additional land for development there and has also acquired sites in the Evansville, Chicago Heights and St. Louis areas.
- Barge-rail and truck-rail traffic

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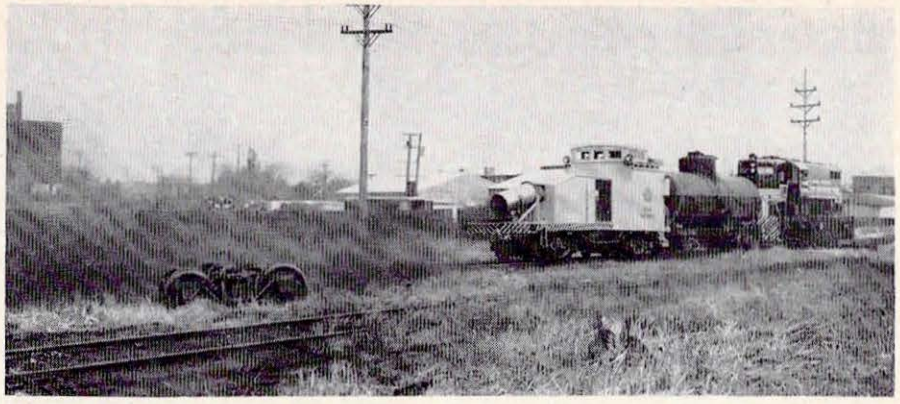

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GIVES LONG SERVICE AT WIDE RANGE OF OPERATING TEMPERATURES

Arapen RB 350 is another new Esso product designed to reduce railroad operating costs. Perfected by Esso Research, Arapen RB 350 is now available to offer you a combination of lubricating advantages required for anti-friction journal bearings.

Arapen RB 350 provides unexcelled lubrication from –30° to 250°. In the coldest weather, it remains soft and provides maximum lubrication. And at the highest temperatures, it provides a tenacious lubricating film needed under full-load conditions.

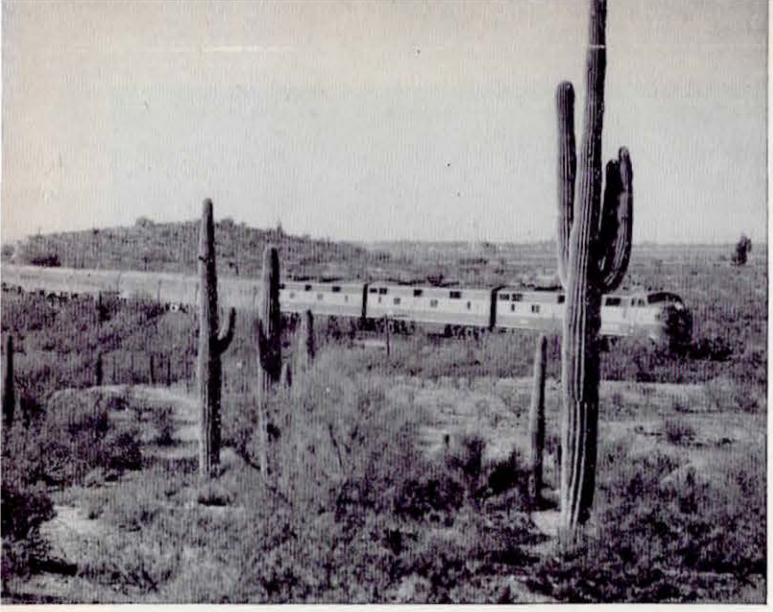
Arapen RB 350 passes the difficult 100,000 double stroke test without appreciable change in consistency. This remarkable sheer stability means Arapen RB 350 "stays put" without softening, gives excellent and long-lasting lubrication, reduces leakage through seals, requires less make-up grease.

For more information on the performance of this outstanding new grease, and for expert technical assistance available through an Esso Sales Service Laboratory, write: Esso Standard Oil Company, Railroad Sales Division, 15 West 51st Street, New York 19, N. Y.

Esso

RAILROAD PRODUCTS

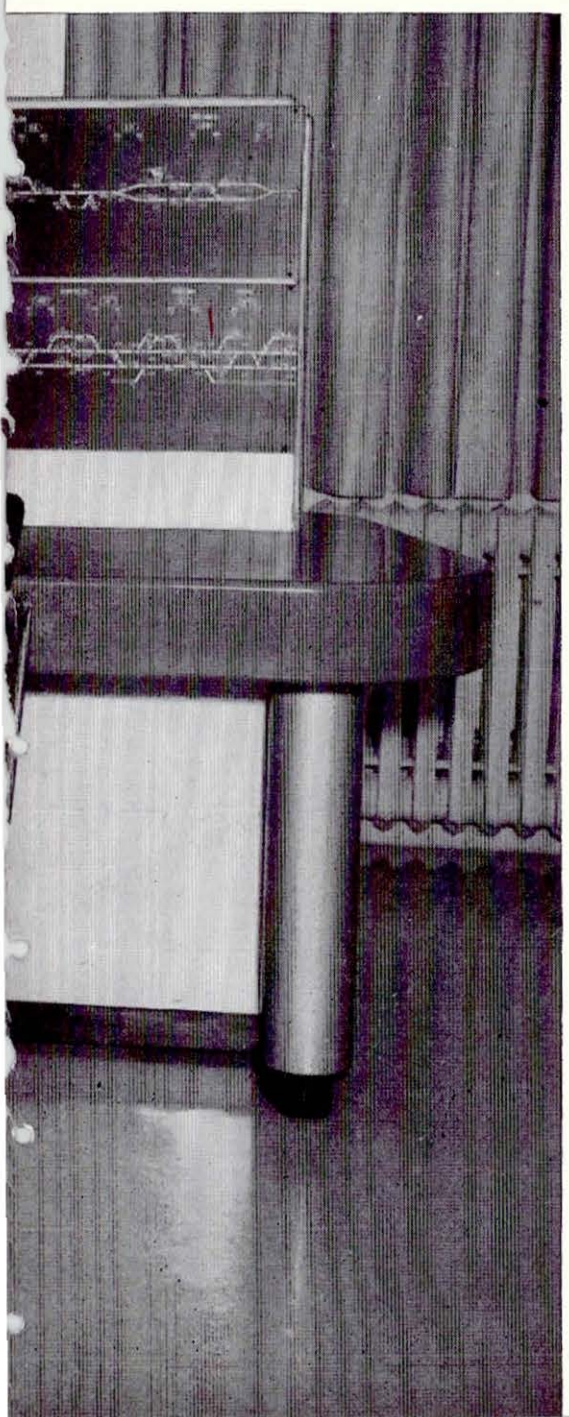
In Industry after Industry..."ESSO RESEARCH works wonders with oil"



New Union Traffic finger-tip control

Signal Engineer H. B. Garrett of the Southern Pacific Company at the controls of a model of the new Union Traffic Control Center.

Control Center gives Southern Pacific of 125 miles of single track



THE SOUTHERN PACIFIC COMPANY has long been a user of CTC. In 1929, this progressive railroad first installed CTC on the Stockton to Brighton, California, service. And the first installation of coded carrier control for CTC was made by it in 1942.

Southern Pacific has installed a new traffic control center in the Tucson dispatcher's office. Traffic flow along 125 miles of single track between Mescal, Arizona, and Lordsburg, New Mexico, is controlled by finger tip!

This control center furnished by Union Switch & Signal now makes another major contribution to better traffic-handling efficiency.

LESS THAN HALF THE SIZE of conventional panels, the new Union Traffic Control Center features a miniature track design and modular construction.

FINGER-TIP CONTROL is achieved by concentrating *all* controls in a small operating console in front of the dispatcher.

TERRITORY being controlled can be expanded easily at any time. And this new control center can be used with any existing control system.

Investigate CTC. Find out how CTC can cut your operating costs by 25% or more as it has for others. Learn how you can control the movement of trains more efficiently. Talk to any Union Switch & Signal Representative.

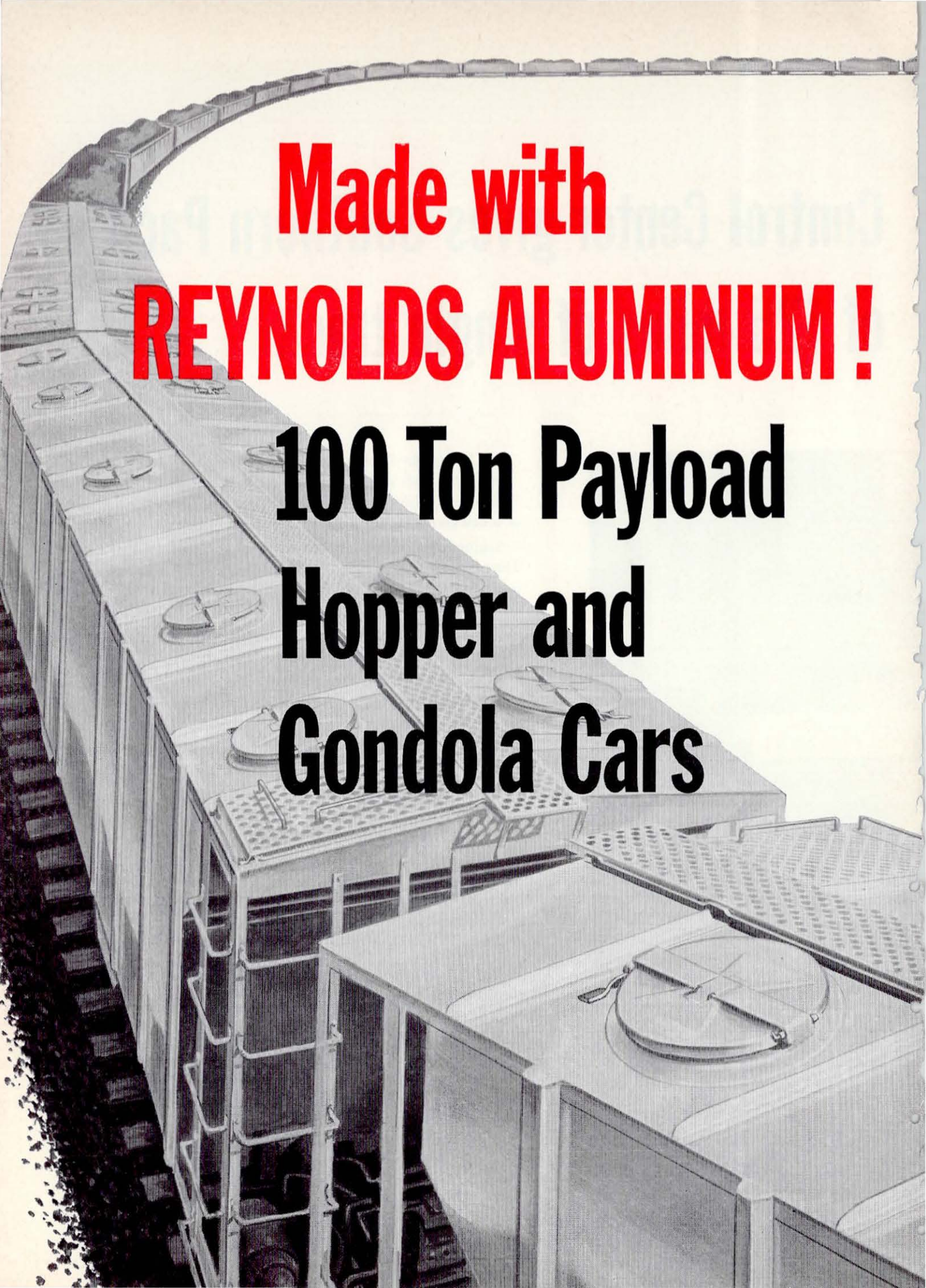
"Pioneers in Push-Button Science"

UNION SWITCH & SIGNAL

DIVISION OF WESTINGHOUSE AIR BRAKE COMPANY

SWISSVALE, PENNSYLVANIA

NEW YORK • PITTSBURGH • CHICAGO • SAN FRANCISCO



Made with REYNOLDS ALUMINUM!

100 Ton Payload Hopper and Gondola Cars

Aluminum Reduces Car Deadweight, Cuts Maintenance, Increases Profit in Hopper and Gondola Cars

More than 1,200 hopper and gondola cars with bodies of Reynolds Aluminum will soon be in service on American tracks. These cars, built by Pullman-Standard Car Mfg. Co. and Magor Car Corp., *will carry at least 5 tons more revenue-producing freight* than comparable steel cars! And, depending on the cargo, this payload gain could be as much as *10 tons* per car. Aluminum is the key to this bonus. These cars weigh less, so they can carry more within rail weight limits. And they'll earn that much more revenue every trip.

Now Possible—100 Ton Payload Cars

In fact, aluminum now makes it possible to build a 101 ton payload gondola car for coal service. It is the only practical material that's strong enough, rigid enough—and light enough—to give the car designer a "box" that will carry over 101 tons of payload within the total weight limit of 251,000 lbs.

Aluminum's weight-savings can work in two ways: You can have an aluminum car that is the same size as a steel car—but with less deadweight and increased operating economies. Or, you can build a bigger aluminum car which weighs the same as a smaller steel car—with greater payload and increased car revenue.

Major Savings in Maintenance

Aluminum cars will pay off in service, too. Because aluminum resists corrosion and will not rust, aluminum car side sheets can be expected to serve longer with less maintenance.

The aluminum cars will never need painting for protection, and they'll be easy to maintain and clean, even when handling such corrosive materials as salt, coal, cement, and many other bulk cargo commodities.

The new aluminum hopper and gondola cars will cost somewhat more initially when the price of the basic metal is considered alone. However, the owners can expect them to earn that difference back—in higher payloads—in just a few years. Maintenance savings are just that much more bonus.

There's a benefit waiting at the end of the aluminum cars' long life, as well: The aluminum scrap can return an important slice of the original cost to the owner.

What Made Breakthrough Possible

The aluminum hopper and gondola cars were not born overnight. It took many years of intensive development work by Reynolds engineers and railroad teams—and long experience in producing aluminum for railroad service. Now, thanks to this effort, the railroad industry can look forward to greater car earnings, and important savings in rolling stock service.

Here's why:

1. **Aluminum plate is available from Reynolds in a wide range of proper sizes for car construction.**
2. **Welding techniques have been developed to cut car construction costs with aluminum.**
3. **Reynolds Aluminum alloys offer resistance to corrosion by coal, chemicals, food products, and many other commodities.**
4. **Reynolds Aluminum railroad car stock prices make the economic advantages of aluminum greater than ever.**

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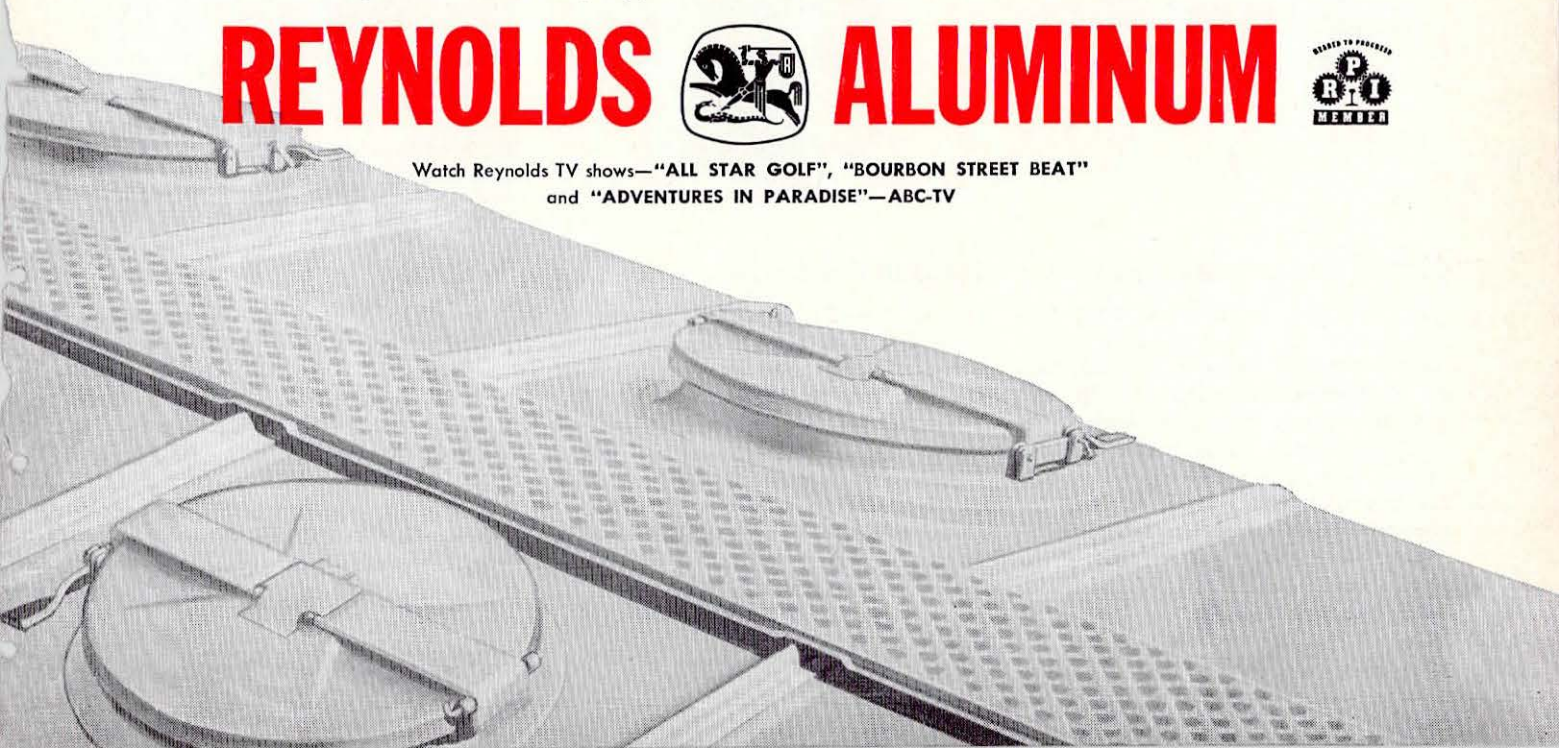
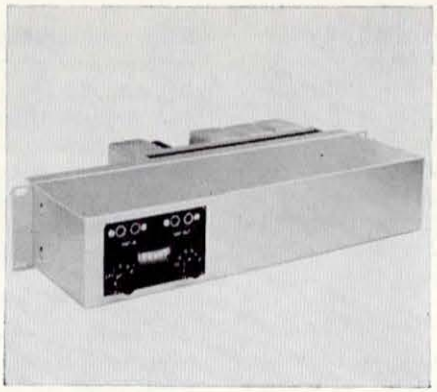
Watch Reynolds TV shows—"ALL STAR GOLF", "BOURBON STREET BEAT" and "ADVENTURES IN PARADISE"—ABC-TV



New Products Report

Multiline Telephone

The type 87 key telephone is a self contained three line telephone with a hold feature on each line. It provides multiple line pick up and hold features, with three pairs of locking push-buttons, without separate relays for each feature. A ringer within the instrument provides audible signaling for any of the three lines. Neon bulbs beneath the buttons are lighted by ringing current. *Automatic Electric Co., Dept. RA, Northlake, Ill.*

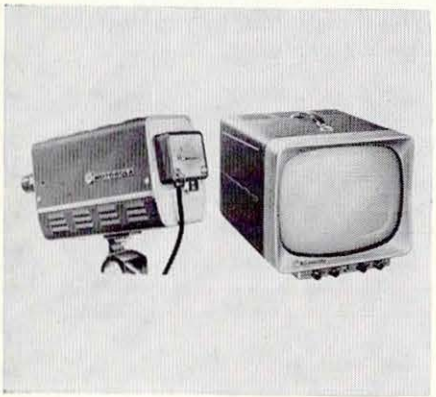


Gain Adjusting Amplifier

The automatic gain adjusting amplifier (Agamp) is used on any voice circuit to maintain a constant voice level. Reacting to syllabic speech, the Agamp does not clip excess volume speech, but shifts the entire range to zero VU to avoid distortion. With no signal input it rests at normal gain. It does not regulate for random noise or sine wave inputs. Frequency range is 300 to 3000 cps. *Lenkurt Electric Co., Dept. RA, San Carlos, Cal.*

Two-Way Radio

A transistorized two-way radio system is available in units up to 75 watts, phase modulated in the 150-174 mc range. When on standby, the 75-watt unit uses 0.04 amps. The frequency is stable to 0.0005% without crystal ovens. Module heaters come on when the case temperature drops below 32 deg. F. Power supplies have an interchangeable ground polarity. *General Electric Communication Products, Dept. RA, Box 4197, Lynchburg, Va.*



Closed Circuit Television

The camera, available in four versions, is a stable and sensitive instrument providing 550-600 lines horizontal resolution. It weighs 12 lb and puts out a one-volt video signal into a 75-ohm coaxial cable. It uses a standard 16 mm C mount lens. The monitor has a 14 in. screen, is ruggedly constructed. *Motorola Inc., Communications & Industrial Electronics Division, Dept. RA, 4501 W. Augusta Blvd., Chicago 51, Illinois.*

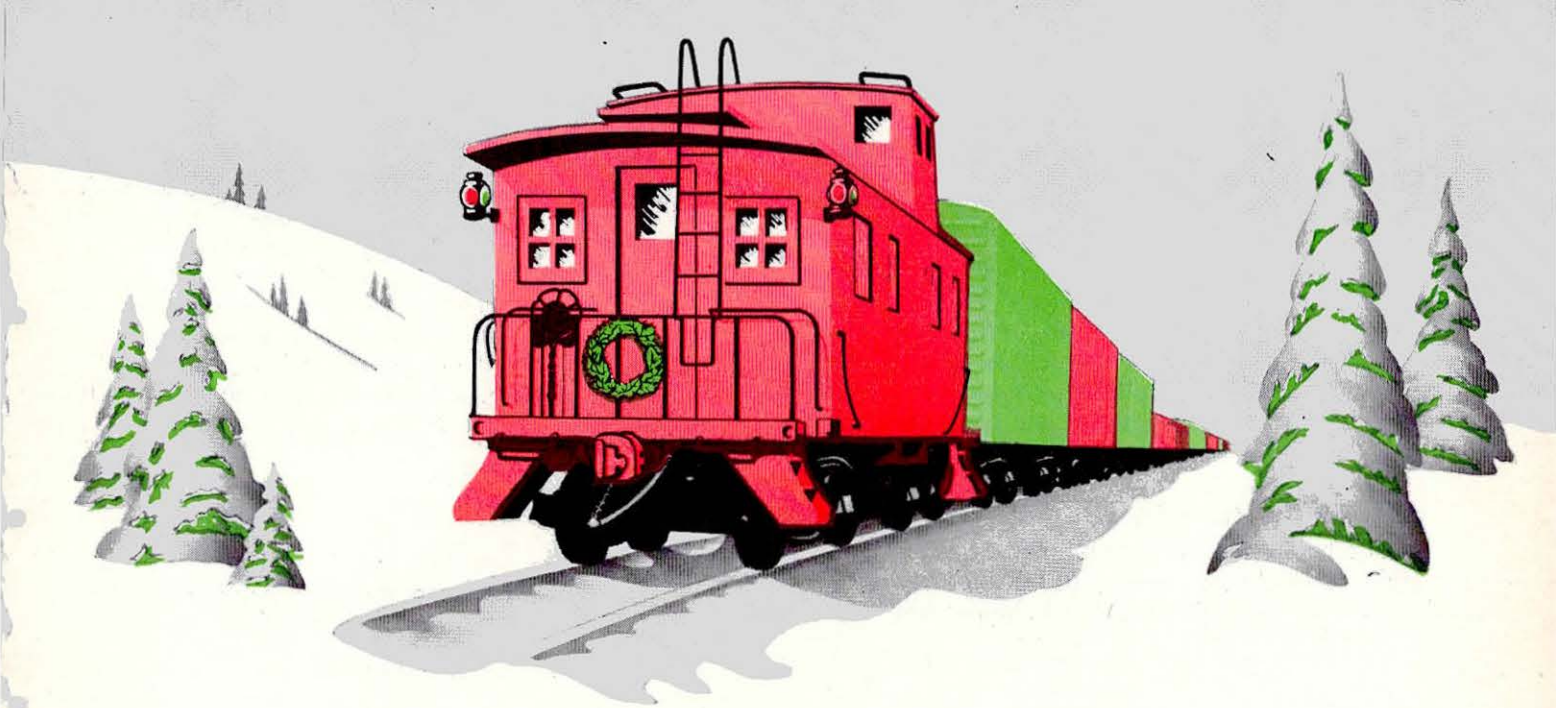
Transistorized Printer Relay

The type 237 transistorized printer relay is designed as a coupling device between a dc teleprinter signal loop and the printer selector magnet. The relay replaces electro-mechanical signal relays and the associated dc power supply. The relay isolates the reactance of the selector magnet, presenting a resistive termination to the signal loop, and can be used with polar or neutral keyed signals. *Northern Radio Co., Dept. RA, 147 W. 22nd St., New York.*

Track Dolly

A new track dolly is available which is claimed to be easily carried by one man and to have a capacity of 1000 lb. Designated Model 200B, it is constructed completely of aluminum and weighs 40 lb. The new dolly is designed to be assembled and disassembled without the use of tools. It is equipped with a handle which can be used at either end. *Transport Products Corporation, Dept. RA, 3008 Magazine St., Louisville, Ky.*

Merry Christmas



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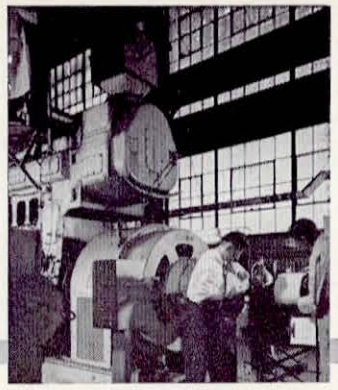

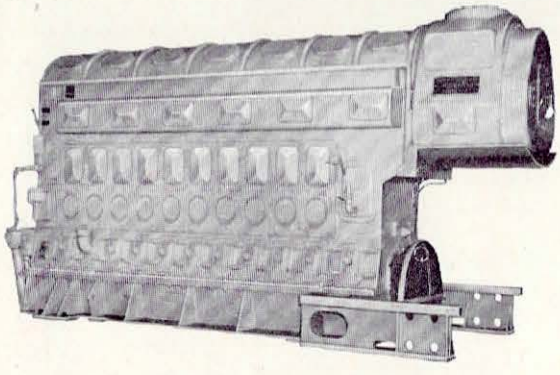

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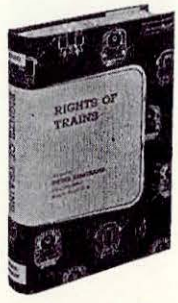
RIGHTS OF TRAINS

by Peter Josserand



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MARKET OUTLOOK *at a glance*

Carloadings Rise 13.2% Above Previous Week's

Loadings of revenue freight in the week ended Dec. 5 totaled 649,639 cars, the Association of American Railroads announced on Dec. 10. This was an increase of 75,513 cars, or 13.2%, compared with the previous holiday week; an increase of 54,755 cars, or 9.2%, compared with the corresponding week last year; and an increase of 31,803 cars, or 5.1%, compared with the equivalent 1957 week.

Loadings of revenue freight for the week ended Nov. 28 totaled 574,126 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, Nov. 28

District	1959	1958	1957
Eastern	80,370	81,593	86,581
Allegheny	110,044	97,269	108,154
Pocahontas	44,148	47,449	48,347
Southern	106,550	103,943	99,898
Northwestern	78,818	56,907	59,206
Central Western	108,629	108,139	109,622
Southwestern	45,567	44,189	41,914
Total Western Districts	233,014	209,235	210,742
Total All Roads	574,126	539,489	553,722
Commodities:			
Grain and grain products	47,185	44,969	51,444
Livestock	5,561	4,963	5,663
Coal	105,029	105,392	111,607
Coke	10,067	8,464	8,786
Forest Products	35,083	33,057	29,329
Ore	47,743	20,094	20,325
Merchandise l.c.l.	33,665	37,650	42,980
Miscellaneous	289,793	284,900	283,588
Nov. 28	574,126	539,489	553,722
Nov. 21	629,362	619,754	632,763
Nov. 14	638,408	644,531	647,297
Nov. 7	560,658	658,442	675,579
Oct. 31	588,148	674,991	713,994
Cumulative total, 48 weeks	28,614,910	28,038,678	33,279,260

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended Nov. 28 totaled 7,526 cars, compared with 5,332 for the corresponding 1958 week. Loadings for 1959 up to Nov. 28 totaled 382,927 cars, compared with 253,770 for the corresponding period of 1958.

IN CANADA. — Carloadings for the seven-day period ended Nov. 21 totaled 75,982 cars, compared with 77,547 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
Nov. 21, 1959	75,982	27,462
Nov. 21, 1958	76,351	27,442
Cumulative Totals:		
Nov. 21, 1959	3,484,944	1,257,691
Nov. 21, 1958	3,406,279	1,258,226

New Equipment

FREIGHT-TRAIN CARS

► *Baltimore & Ohio.*—Will build in company shops during 1960 2,000 hopper cars, 500 gondola cars and 500 box cars.

► *Monon.*—Ordered 30 70-ton, 3,215-cu ft capacity covered hopper cars from Pullman-Standard at a cost of approximately $346,000. Deliveries are scheduled for first-half 1960, depending on steel availability.

► *Northern Pacific.*—Ordered 100 70-ton mechanical refrigerator cars from Pacific Car & Foundry at a cost of approximately $2,675,000. Deliveries are scheduled for late second quarter 1960.

► *Trailer Train Co.*—Ordered 500 85-ft piggyback flat cars at a cost of more than $7,500,000. Pullman-Standard will build 300 of the cars at Butler, Pa.; Bethlehem Steel will build 200 at Johnstown, Pa. Completion of the order next spring will bring the TTX fleet to 3,613 cars. The cars will be equipped with roller bearings, ride control trucks, and rubber cushion draft gear.

► *Union Pacific.*—Ordered 25 85-ft piggyback flat cars from General American and 50 auto transport trailers from Durobilt Manufacturing Co. at a total cost of about $750,000. Equipment will be part of a four-road auto-TOFC pool operating on the Pacific Coast.

SPECIAL

► *Pakistan.*—Has been granted a $22,000,000 loan by the U.S. Development Loan Fund for railway improvements. The loan is one of the first to specify that purchases be made in the U.S. under DLF's "Buy American" policy. It will be used to purchase rails, locomotives, rolling stock, materials for bridge repairs, new construction and other engineering work.

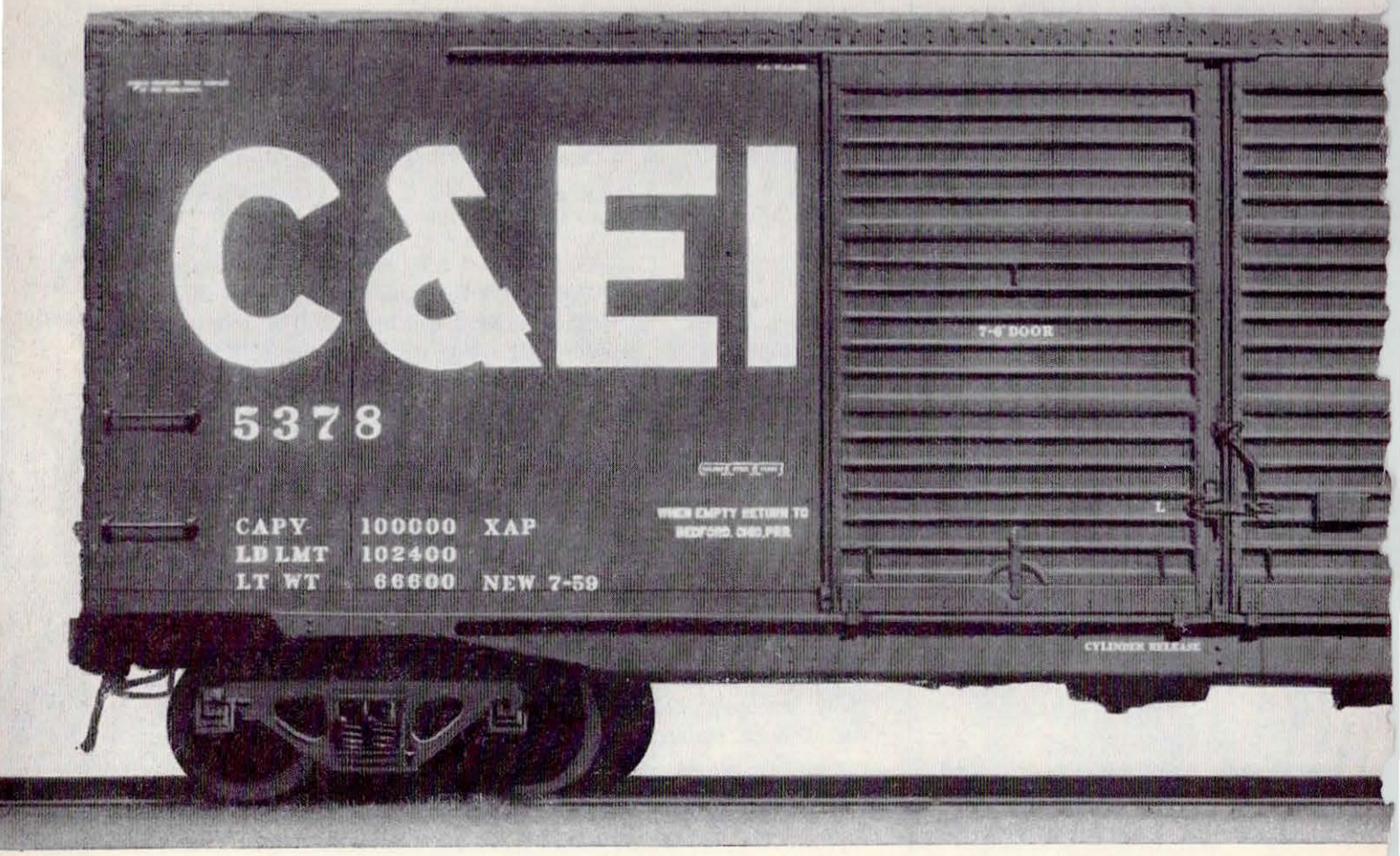
► *Repair Ratio Increases 0.1%.*—Class I roads on Nov. 1 owned 1,693,743 freight cars, 39,177 less than a year ago, according to AAR report summarized below. For the fourth consecutive month, the repair ratio was 0.1% higher than the corresponding month of 1958.

	Nov. 1, 1959	Nov. 1, 1958	Change
Car ownership	1,693,743	1,732,920	—39,177
Waiting repairs	140,385	142,722	— 2,337
Repair ratio	8.3%	8.2%	+ 0.1%

New Facilities

► *Canadian National.*—Ordered CTC equipment from Union Switch & Signal—Division of WAB Co., to be installed between Nakina, Ont., and Armstrong, 112 miles. Control of this territory will be from an existing Traffic Control Center at Hornepayne, Ont.

► *Missouri Pacific.*—Has awarded to General Railway Signal Co. a contract amounting to $1,500,000 for equipment in its new yard at North Little Rock, Ark. (RA, Nov. 30, p. 83).



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People in the News

BALTIMORE & OHIO.—B. R. Dellinger, chief circuit engineer, appointed assistant signal engineer, Baltimore, Md., succeeding **G. T. Callahan,** retired. **A. D. Zachary,** special inspector, signal department, appointed project engineer, succeeding **C. N. Tymeson,** who replaces Mr. Dellinger.

W. D. Hunt, trainmaster, Connellsville, Pa., appointed terminal superintendent, Cincinnati, Ohio, a new position.

BESSEMER & LAKE ERIE.—R. C. McMaster, junior designing engineer, office of engineer bridges and buildings, Greenville, Pa., appointed engineering assistant.

BURLINGTON.—J. J. Alms, general passenger traffic manager, Chicago, appointed executive assistant to the president. **W. F. Burke,** passenger traffic manager, Chicago, named to succeed Mr. Alms, and in turn is replaced by **H. C. Wallace,** general passenger agent, Omaha. Mr. Wallace's successor is **C. W. Plagemann,** general passenger agent, Denver, who in turn is succeeded by **Mark Modglin,** general agent, Denver. **C. D. Fletcher,** division passenger agent, Omaha, succeeds Mr. Modglin.

BURLINGTON TRUCK LINES, INC.—J. J. Alms elected president, succeeding **F. E. Sperry,** named chairman of the board.

ELGIN, JOLIET & EASTERN.—Clinton O. Ferner, assistant superintendent, Joliet division, Joliet, Ill., named superintendent of the division, to succeed **Thomas R. Murphy,** retired.

LOUISVILLE & NASHVILLE.—James K. Gloster, division engineer, Evansville, Ind., appointed engineer maintenance of way, Louisville, succeeding the late **Edward Wise, Jr. C. F. Anderson,** assistant division engineer, Evansville, succeeds Mr. Gloster. **Elmer W. Simpson,** traffic manager, Birmingham, Ala., has assumed direct charge of the freight traffic office there. **Edward W. Lurton** appointed general agent, Birmingham. **Carl Jewell** appointed general freight agent—sales and service, Louisville. Mr. Jewell was formerly in the traffic office at Denver, Colo. **David F. Jones,** district freight agent, Indianapolis, Ind., named assistant manager piggyback traffic, Louisville. **Leonard F. Vogt** appointed district passenger agent, Cincinnati, succeeding **Tyndall Ball,** division passenger agent, retired.

PENNSYLVANIA.—Samuel W. Seeman, manager, passenger sales promotion for the system at Philadelphia, appointed passenger manager, Pittsburgh region, succeeding **Charles R. James,** who retired Dec. 1. **H. O. Mathias** appointed assistant engineer, office of regional engineer, Chicago.

WABASH.—John A. Barrett, passenger traffic manager, St. Louis, elected to the newly created position of assistant vice president—traffic.

WESTERN PACIFIC.—G. R. Green, formerly assistant to the chief of research, **Erie,** has joined WP's research and planning department and will be assigned to cost analyses and operating and equipment studies, with headquarters at San Francisco.

Supply Trade

William V. Tuite has been appointed regional news editor of **Railway Age** at Chicago, effective Jan. 1. Mr. Tuite was formerly with the **Pennsylvania** in the public relations and operating departments.

Richard W. Geaney has been appointed sales manager, Railroad Products Division, **Servo Corp. of America,** succeeding **W. P. Morrison,** who has been elevated to division general manager. Mr. Geaney was formerly railroad sales manager of General Cable Corp.

Burton Gibson has been named assistant to the president of **North American Car Corp.**

Max Ephraim, Jr., locomotive section engineer, **Electro-Motive Division** of **General Motors Corp.,** has been promoted to assistant chief engineer in charge of the electrical, mechanical and locomotive design groups. **H. L. Smith, Jr.,** carbody, truck and export engineer, succeeds Mr. Ephraim. **Mark D. Disoway,** senior sales engineer, has been appointed assistant export sales manager. **Howard S. Browning,** district engineer, has been advanced to district sales engineer, San Francisco region.

OBITUARY

Oscar M. Anderson, 65, assistant general freight traffic manager (rates and divisions), **Great Northern,** died Dec. 2 at St. Paul, Minn.

Raymond M. Butler, 71, vice chairman, **National Railroad Adjustment Board,** died Dec. 2 at Chicago.

David J. Hearne, 64, retired assistant passenger traffic manager, **Illinois Central,** died Nov. 26 in Illinois Central Hospital, Chicago.

R. H. Cantzler, 41, representative in the Cleveland office of **Westinghouse Air Brake Co.,** Air Brake Division, died Nov. 23.

Photo shows typical rubber products. All rubber parts are made to exacting specifications right at the Westinghouse Air Brake Company plant so that quality can be closely controlled.

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You Ought To Know...

Freight car roller bearing orders have been booming. Timken has received orders in 11 months of this year for 30,074 car sets for application to main line freight cars. Total includes 2,812 car sets ordered by builders for cars not yet assigned to railroads. This is 67.5 per cent of the 45,965 freight cars reported equipped with all makes of roller bearings at the end of 1958.

Passenger service on New York Central's River (West Shore) Division ended last week. Discontinuance of 22 daily trains between Haverstraw, N. Y., and Weehawken, N. J., was authorized by the ICC. The road said it was losing $3,100 a day on the trains. West Shore trains, which carried 25,000 passengers a day in the 1920's were down to 100 paying riders when they finally came off.

Record loadings of steel and steel-related products may boost railroad earnings in 1960. Inland Steel Co. Chairman Joseph L. Block says steel production next year could reach 130,000,000 ingot tons—13,000,000 tons higher than the prior record established in 1955.

The tremendous burden imposed on railroads in preparing reports for various federal agencies (see table) has been underlined in a special report of the Subcommittee on Census and Government Statistics of the House Post Office and Civil Service Committee. The report said that, of a total of 161 different reporting and record-keeping requirements relating to ICC activities alone, more than half concern railroads. It urged that steps be taken for strong central coordination and control to avoid unwarranted and overlapping demands by government bureaus.

Colorado's last narrow gauge, the Silverton branch of the Rio Grande, will be sold to a nonprofit foundation and maintained as an operating monument to pioneer railroading. Rio Grande and the Helen Thatcher White Foundation, both interested in preserving the historic line, have agreed on terms for its transfer. The purchase price ($250,000) will include the 45-mile Silverton-Durango right-of-way, stations and all equipment. Rising costs, plus the need for repairs and rail replacement, made continued operation of the line unjustified from a business standpoint. ICC approval will be required.

Jersey Central doubts whether any federal aid for commuters—such as that considered recently by a committee of mayors and railroad presidents (RA, Dec. 7, p. 9)—will come in time to help resolve New Jersey's commuter crisis. "Time is desperately short even for state action, let alone the infinitely more ponderous federal process," says the JC's Commuter's Almanac for December. JC President Earl T. Moore hopes the New Jersey legislature will get a "comprehensive program" for commuter relief within the next 90 days.

"Substantial progress" toward completion of Soo Line-Wisconsin Central-DSS&A merger studies will be made during 1960, according to Soo Line President G. A. MacNamara. Other Soo Line plans for '60: completion of two CTC projects; extension of mechanized car reporting to cover the entire system; application of electronic data processing equipment to additional freight revenue and stores accounting.

Revision of the commodity list on which carloadings forecasts are based has been proposed by the executive committee, Trans-Missouri-Kansas Shippers Board. The committee asked the AAR and all carrier members to review the list, determine what new commodities can be classed as major and "place them under the supplemental list for the next few years or until such time as all [shippers advisory] boards will agree to revising the original commodity listing."

The BLE has set Dec. 15 as the deadline for general chairmen's replies authorizing the spreading of a strike ballot to back up the brotherhood's wage demands. Replies are coming in steadily; the ballot is reported in preparation.

Summary of Reports Filed by Class I Roads With Federal Agencies

AGENCY	TOTAL	ANNUAL	SEMI-ANNUAL	QUARTERLY	MONTHLY	WEEKLY	DAILY	AS OCCUR
Interstate Commerce Commission	54	17	..	3	26	..	..	8
Dept. of Agriculture	18	1	1	..	6	..	9	1
Dept. of the Army (Corps of Engineers)	3	..	..	..	3	..	..	..
Dept. of Commerce	7	3	1	..	3	..	..	..
Dept. of Health, Education & Welfare	1	..	..	..	..	..	..	1
Dept. of the Interior (Bureau of Mines)	16	11	..	1	3	1	..	..
Dept. of Labor	2	..	..	..	1	..	..	1
Federal Communications Commission	1(1)	..	..	..	..	..	..	..
Federal Power Commission	4	3	..	..	1	..	..	..
Federal Reserve banks	5	1	..	2	2	..	..	..
National Mediation Board	2	..	..	..	2	..	..	..
Railroad Retirement Board	16	..	..	4	1	1	..	10
Renegotiation Board	1	1	..	..	..	..	..	..
Securities and Exchange Commission	11	4	..	1	..	..	..	6
Treasury Dept.	22	13	..	4	3	..	..	2
Veterans' Administration	1	..	..	..	1	..	..	..

(1) Every 4 years.

(Based on detailed listing compiled in 1954 by Association of American Railroads. Does not include reports required by Post Office Department in connection with rail handling of U. S. mail.)

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Hayes Track Appliance Co., Richmond, Indiana

What About Suburban Service?

The job of hauling commuters is a pain in the neck to most of the (relatively few) railroads which offer this service. It is probably looked on as almost as much a nuisance by the vast majority of railroads not involved. They wonder why the industry as a whole should be bedeviled by a service like this, which isn't real railroading.

Most railroads—especially those not deeply involved with ruinous losses from the service—are on their guard lest railroads get bailed out of their commutation service deficits by some expedient which might compromise the industry's position as almost the only major business in the country not yet tainted with subsidies and socialism. Caution in this area is certainly in order.

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But what about the few unfortunate railroads which are seriously burdened financially by their losses from this service? Is it likely that they will adhere strictly and proudly to principles of self-support and anti-socialism to the point where they go completely broke?

Suburban passenger service is essential to the well-being of several of our largest cities. Urban centers are already suffering seriously from traffic blight—and without suburban train service our major central cities might well shrivel and die. For the welfare of these communities, railroad suburban service should be extended and improved, not abandoned.

From the standpoint of industry public relations, the unsatisfactory service that a very few railroads are providing in the places where losses are really ruinous, is harmful to the reputation of the entire railroad industry. A number of years ago the dean of railroad public relations officers, George Crowson of the Illinois Central, asked an important question, the substance of which was:

Now that declining passenger business has greatly reduced direct railroad contact with the public, what substitute can railroads provide to take the place of this personal contact?

That question has not yet been satisfactorily answered. Where do people who have lost direct contact with the railroads get their opinions about the industry? They get them, for the most part, from newspapers, from TV and radio, and from politicians. The centers from which most news about railroads emanates are precisely the big cities where suburban passenger service is likely to be an acute local problem. Many of the people who disseminate the news about the railroads are, themselves, commuters.

An outstanding example of the kind of reputation an articulate scribe gives to the railroad industry, from his experience as a daily commuter, is to be found in a recent book, "Show Me the Way to Go Home," by Jerome Beatty, Jr.

Mr. Beatty's book is about commuting, but his conclusions are not limited to suburban service. He generalizes about the business as a whole, saying the problems of the railroads "would be virtually unsurmountable for a progressive, profitable business" but for an "ancient, wheezy industry like this one, they look even worse." He winds up by recommending that railroads be taken over and run by the government like the national parks, as a public service—not a business.

That part of the railroad industry which is doing relatively well is unknown to most of the professional moulders of public opinion. And that's why a solution to this suburban passenger service mess is urgently needed, in the interest of the entire railroad industry, and not just that part of it where losses from the service are critical.

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The people who have the biggest stake in the continuance of this service are the populations in and around the big cities. They created the problem (through their political representatives) by inordinate favoritism of other forms of transportation and by punitive taxation and regulation of the railroads. It would be no violation of the principles of free enterprise if these communities were to reduce taxation of railroads to a modest level, and if they were to make restitution for past inequitable treatment. There would be no violation of the principles of free enterprise, either, if improvements on railroad property (of a kind not benefiting the railroads) were financed as grade separations have been in many places.

Railroads that can operate suburban service satisfactorily, and without losses, will doubtless be willing to continue it. In all other cases, from a public relations standpoint, it's just not good business for railroads to stay indefinitely in a business which isn't allowed to earn enough to support satisfactory service standards.

Y-37 Yoke for
Twin Draft Gear

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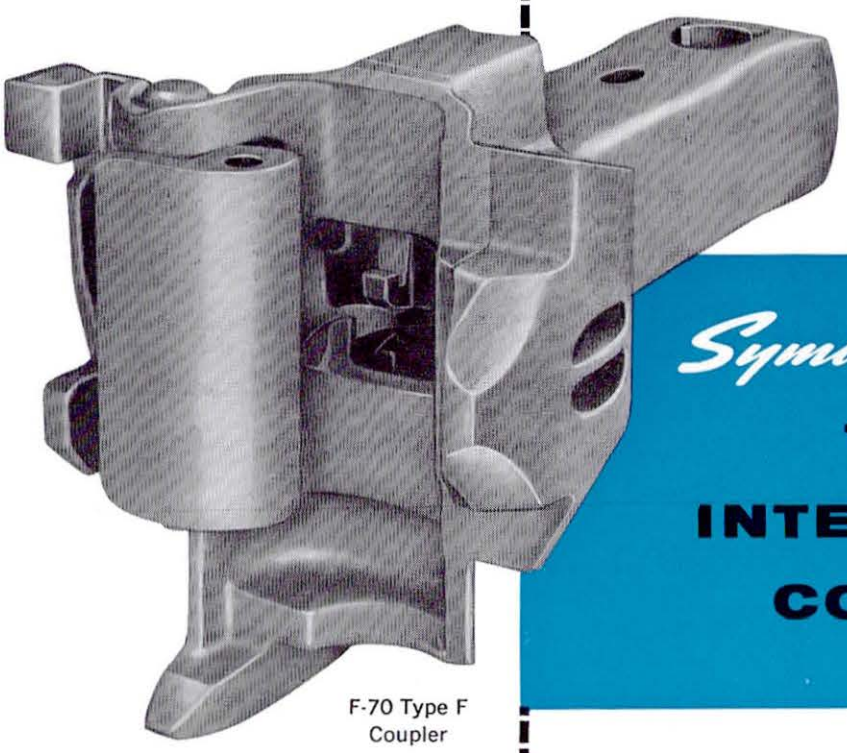

F-70 Type F
Coupler

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**TYPE F
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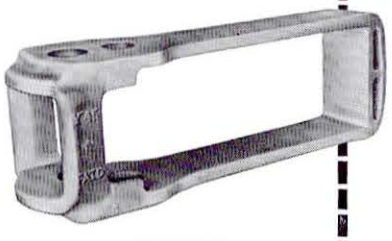

Y-45 Yoke
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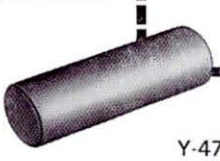
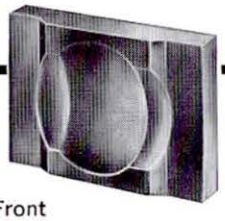
Symington-Gould Type F Interlocking Couplers help reduce free slack, provide threefold anti-creep protection. Easier operating, these couplers provide greatly increased strength and service life. The interlocking feature prevents vertical slipovers, keeps cars in alignment. Safety shelf on F Coupler is designed to support mated coupler in event of pull-out.



Y-47 Coupler
and Yoke Pin



Y-46 Front
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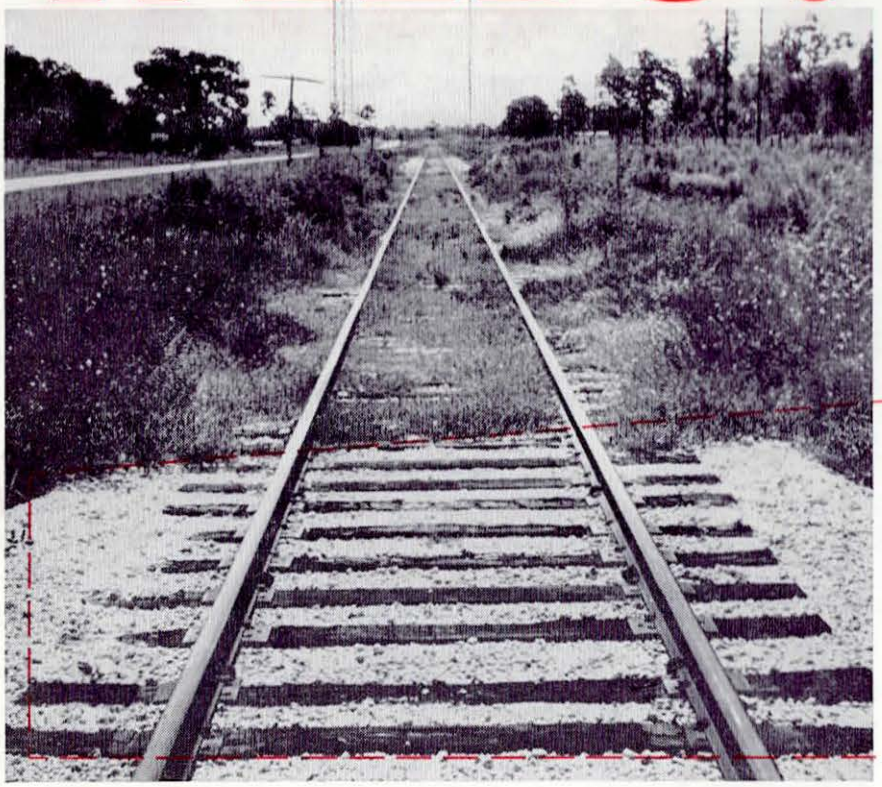

Railroads Stop 'Em in Their Tracks with

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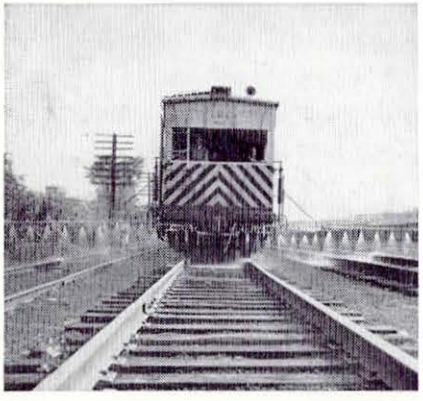
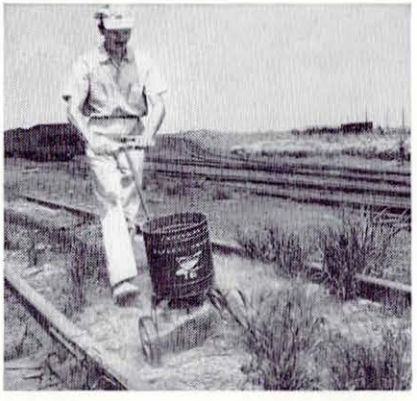
Dramatic proof of Urox's effectiveness! Unretouched photo shows test patch along Florida railway still weed-free 6 months after applying Urox. Urox is the fast, effective way to eradicate top growth and destroy moisture gathering roots that grow into crossties and help cause fungus rot.



Liquid Urox can be shipped to you conveniently by rail in tank cars for spraying along right-of-ways. It kills all weeds fast, regardless of weather, usually within 10 to 12 hours. Compare this fast action with other weed killers which take up to 2 weeks to kill!



Granular Urox is especially well suited for controlling weeds and brush in railroad yards, on spurs, sidings, around storage depots and other railroad installations. Application can be made with ordinary mechanical or hand-operated spreaders.

Yes, now you can kill more weeds—per mile – per dollar with General Chemical's Urox Week Killer. Urox is so effective *just one application will wipe out weeds and brush for as long as 8 to 18 months!* Results carry over, too! Because the effects of Urox are cumulative, herbicidal action can be extended from one year to the next with light booster doses. As smaller and smaller amounts are used over a period of time you realize substantial savings!

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